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OUR LONDON LETTER.

BRITISH EMPIRE EXHIBITION THE MECCA OF THE WORLD.

HOW THE KING'S SPEECH WAS BROADCASTED.

[FROM OUR OWN CORRESPONDENT.]

LONDON, April 24th.

BRILLIANT LONDON SEASON.

All the signs and portents indicate that the London "season" which will open in a few weeks from now will be exceptionally brilliant, probably the most brilliant since the King and Queen were crowned. The two royal of the numerous functions arranged would take up a column. The Royal opening of the British Empire Exhibition at Wembley takes first place in public interest; and then there are to be two Courts in May and two in June. Interest is also taken in the promised State visit of the King and Queen of Rumania, which will be the occasion of a good deal of private entertaining apart from a banquet at Buckingham Palace and possibly a State concert. Later in the season the King and Queen of Italy are due to arrive in London as guests of the British Royal House, and a State ball will be given in their honour, at which about 2,000 persons will be present.

DOMINION VISITORS.

In connection with the Wembley Exhibition distinguished visitors from the Dominions will be here in force, and this will lead to a great amount of private entertaining. There is talk of a garden party at Windsor, at which they will be the chief guests, to be followed by another garden party at Hampton Court under the auspices of the Colonial Office. It is learnt, the intention of Society leaders to invite the Dominion visitors to many of the old country houses in England and Scotland in order that they may see places of historic interest and partake of the proverbial hospitality of the English aristocracy. More than forty private dances have already been arranged in London for May, and this does not exhaust the list, but it gives some inkling of the scale on which the season's programme is being made out by those responsible for "the social round."

THE LURE OF WEMBLEY.

There is no doubt now that this summer London will be the Mecca of tourists from all quarters of the globe. It is the lure of the British Empire Exhibition at Wembley which is apparently irresistible. Although the opening by the King was fixed for April 23rd large numbers had arrived several weeks ago. Already nearly every nationality can be seen in the streets of London. A rough census of expected visitors has been made from statistics obtained from hotels and tourist agencies with the result that during the ensuing months while the Exhibition lasts the population of London will be increased temporarily by from 12 to 15 millions.

By all accounts something like a quarter of a million Americans are expected, and rich people are coming in force from Rio and Buenos Aires. The bookings show that at least 45,000 Australians are coming over, and there will be a tremendous rush from Canada. It is an old saying that figures are dull reading, but there is nothing uninteresting to Londoners in the computation—a moderate estimate, I am assured—that not less than £45,000,000 will be turned over this season in the Metropolis thanks to the Exhibition.

"AMPLIFYING" THE KING'S SPEECH.

When the King opened the British Empire Exhibition he addressed a bigger audience than any speaker in England before him. He was heard not only by the 150,000 people seated in the Stadium, but by scores of thousands of owners of private wireless sets, and by millions in the aggregate in London and the cities and towns of Great Britain. Most of these listeners heard the voice of their Sovereign for the first time. It was a very interesting experience because of its association with the Exhibition, and also because of the feeling that you were assisting in something quite national in character and aim.

Elaborate arrangements were made for broadcasting the speeches from the Stadium. Suspended over the roof of the Royal Pavilion just in front of King George's head was a microphone transmitter, from which the "speech currents" were led to "amplifier panels" located under the pavilion. The amplifiers magnified the voice, which was transmitted to a "power amplifier," and so to a number of "receiver projectors." The last named were in position on the pavilion roof, and "delivered" the speech to the audience in the Stadium. It was sent by a land line to the London broadcasting station, and from thence to all parts of the country, and indeed, throughout Europe.

THE BRITISH EMPIRE EXHIBITION.

It has taken some time for the public to grasp the real significance of the British Empire Exhibition. There has been a great deal of criticism of the authorities because of failures and follies since the scheme was launched; but after all is that surprising in the case of an undertaking without parallel in the world's history for magnitude and execution? Over 12 million pounds sterling have been spent on the construction alone, and the value of the exhibits is not less than another 12 millions.

The Exhibition opened by the King at Wembley covering 220 acres with its gardens and pagodas and pavilions, its vast ferro-concrete palaces, its spires and domes and minarets, its electrical moon-beams shimmering over the lakes conveying an idea of beauty never before seen in this country, its productions garnered from the four corners of the earth, wherever the Union Jack flies—this Exhibition is the outward and visible sign of Empire. It is indeed good to go to Wembley in these days of disillusionment which follow the war, and to remember that in spite of all the losses and sacrifices the British Empire remains although it had

been assailed by the most formidable combination of enemies in the course of its history. Moreover, it remains intact and indeed increased, solid and splendid.

It is not my province to deal here with even the outstanding features of the Exhibition. The Times tries to do this in a series of special supplements and only succeeds in sketching an outline of the picture. You must see the Exhibition, and journey along the 15 miles of roads that wind in and out among the palaces and sections with something to excite wonder and delight at every turning to realise what it all means. The effect is to produce a feeling of strange excitement and exaltation.

THE BYRON CENTENARY.

The one hundredth anniversary of the death of Lord Byron on April 19th was commemorated with more fervour in European countries than by his own countrymen. The truth is that the world-wide fame of Byron is a little mystifying to Englishmen to-day. He still receives homage on the Continent, but here he is scarcely read and seldom quoted. There are purple passages in Byron's poetry, and I see it stated by one of his admirers in the course of a lecture that "he wrote some lines that will last as long as the English language." This qualified tribute is about as much as can be said on that subject.

Lord Byron's ideas which seemed so daring and defiant of convention in the early Nineteenth Century mean simply less than nothing now. His Don Juanism runs counter to British taste, which is never tolerant of calculated cynicism where women are concerned. Still, it is not unpleasing to our national pride that Byron receives the tributes of the Continent. As has been well said in this connection, he "wrote the name of England clearly across the sky of Europe in his day, and to all such men the English of later generations owe tribute."

TWELVE WEEKS OF OPERA.

Although complete details are not yet available for the forthcoming opera season at Covent Garden, which opens early next month and is to run for 12 weeks until Saturday, July 26th, I have received some particulars of the arrangements that have been made. The first two weeks will be devoted to Wagner and Strauss—"Ring," "Tristan," "Ariadne," "Rosenkavalie," and "Salome." These will be given in the original, the artists being for the most part German. Later on works from the ordinary repertoire, Verdi, Puccini, and others, are to follow. Verdi's "Macbeth" is in the list, and this will be a novelty so far as London is concerned. Opera goers are also looking forward to hearing Donizetti's "Lucia," which has not been performed at Covent Garden for many years.

DANGER TO ST. PAUL'S.

Canon Alexander informs me that the condition of the massive pillars of St. Paul's Cathedral supporting the dome is causing serious concern to the Dean and Chapter. This is a matter that has special interest for English people wherever they may be, for it has been piecemeal said that St. Paul's is "the parish church of the Empire." It appears that the inside of the piers is filled with rubble and dust, and the plan suggested to strengthen the fabric is to pump liquid cement into the interior and thus convert the loose rubble into a solid mass. Some conception of the magnitude of the work is conveyed in the statement of Canon Alexander that it will take 30 years to complete what is necessary.

I understand that now that the danger to St. Paul's is becoming known to the public, it will probably have to be taken into account by the expert advocates of a new bridge across the Thames to come out from under the shadow of the Cathedral. The enormous amount of excavation for the foundations of a bridge and its approaches to St. Paul's Churchyard would, it is thought, alter the drainage and possibly undermine the foundations. There is also the obvious danger from heavy traffic. The whole question will have to be carefully considered.—H.B.



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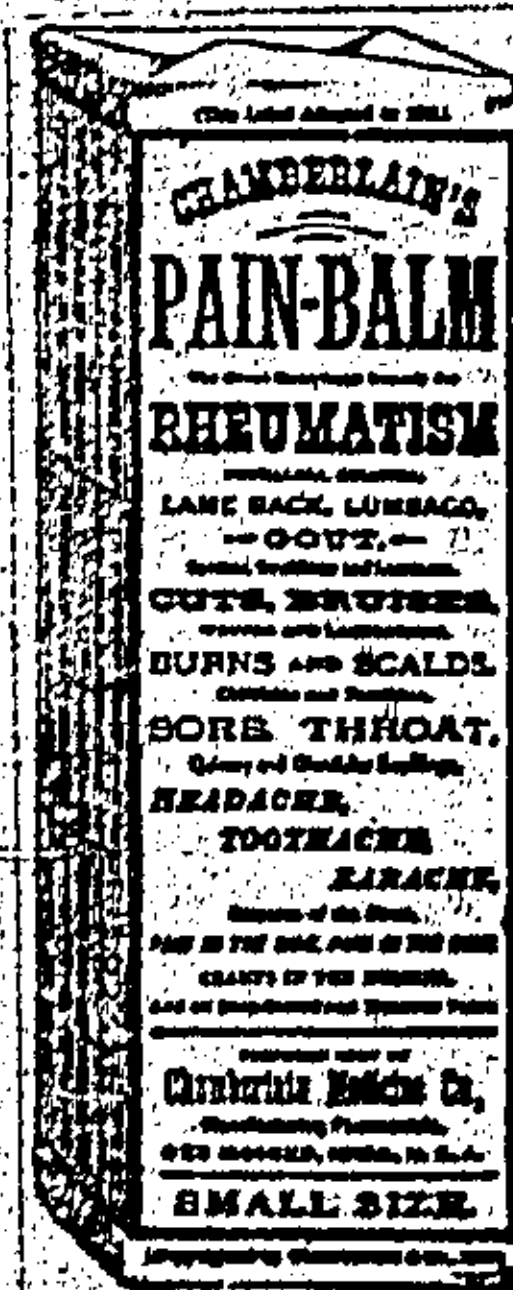
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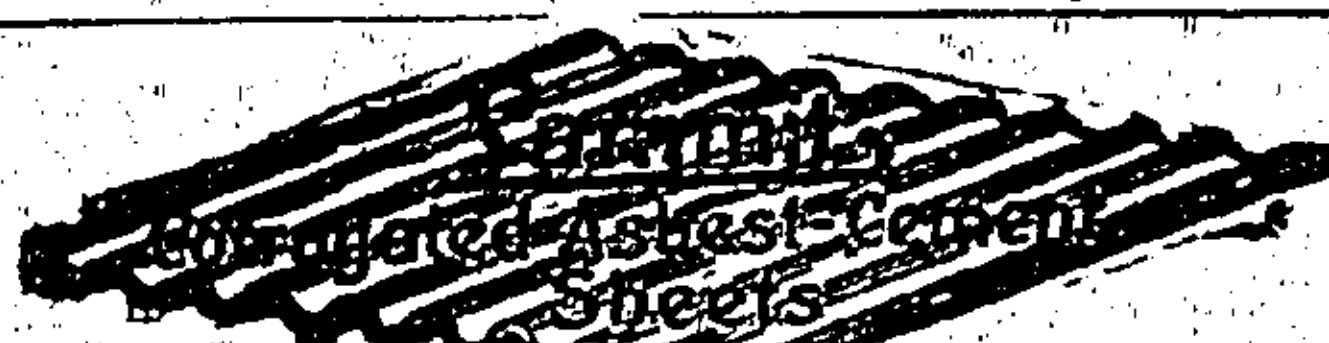
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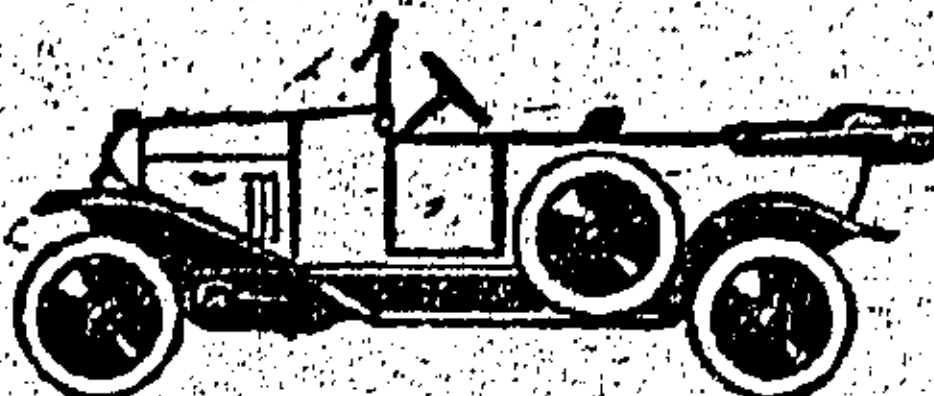
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FUTURE OF STINNES INTERESTS.

LEADERSHIP OF GERMAN INDUSTRY.

As regards the immediate future of the leadership of German industry (writes *The Observer*), Berlin interests, the Stinnes concern is expected to carry on in its present form under Herr Stinnes's eldest son. He and his two brothers are reported to have equally brilliant business heads, and they will be guided entirely at first by the right-hand man of their father, Dr. Vogler in Dortmund. It is said that Herr Stinnes always intended his huge concern to stop in the family, and though he was of an extraordinarily capable judgment in selecting good directors for his various departments, he never allowed any one man to rise to any great independence. Last autumn Herr Minoux, regarded as the finest brain in his immediate entourage, broke away and set up independently. He will doubtless play a big role in industrialism in the coming period.

Herr Stinnes held the principle that every new undertaking should pay for itself within six months of the time of starting, and there were expectations that he would throw off many smaller branches of his great interest during the coming year's struggle, under what may be highly adverse conditions consequent upon reparations payments. His operations always showed more of an amalgamating than of a constructive tendency. It is rumoured that for some time he had desired to rid himself of his ship-building interests, which were the one thing that he had actually built up.

RHUR POSSIBILITIES.

The Ruhr, which is rich in magnates, is the object of much speculation as to the future. The great firms of Krupp and Thyssen are well-known to fame, and there are the new interests associated with the name of Hertz, while Herr Otto Wolff is pursuing a temporary coup through his successful Russian negotiations. The agreements of the M.I.C.U.M. (Franco-Belgian Control Mission for Mines and Factories) expire on April 15th, and the final negotiations cause great nervousness, though there is little doubt that the German industrialists will be forced to renew the agreements for a short period under conditions forced upon them at the last moment. On Monday the industrialists' representatives are expected in Berlin to confer with the Government. The miners themselves are restless under the present conditions, as the French M.I.C.U.M. officials have declared that their wages are sufficient, although the rate of eighty marks an hour is less than the pre-war rate, with the cost of living 50 up to 30 per cent. higher.

"VERTICAL" INDUSTRY.

Those are wrong who believe that Stinnes's power as a very prince of industry (only comparable to that of the great citizens who rose to dukedoms in the Middle Ages) began with the period of the war. He had realised very early in his career the possibilities of electricity when it was as new to the Ruhr as to other parts of Europe. His electrification of works and mines was as much a work of art in its far-sightedness as his wonderful grip on the meaning of transport for industry and the prosperity of the industrialist. The very nerve of the Ruhr were controlled by his hand.

His life's ideal—the building up of a "vertical" industry, starting from a basic product found in the raw in his mines, his woods, or his pastures, leading through all the various stages of production and by-product to the most finely wrought instrument, a margarine factory or a newspaper—would have been realised in opposition of the tenets leading to a mere trust system, war or no war.

Industry will miss him badly—politically less. It was only as a money-giver that he was of use to the party machine. He was always an object of mistrust to his enemies, who feared egotistic motives. His friends kept his incorrigible directness, not to say unkindness, of argument gladly in the background.

FILMS IN COLOUR.

ENGLISH INVENTOR'S NEW METHOD.

Colour Cinematography, according to most of the methods in use, requires to be specially projected. By means, however, of a new invention coloured films can be run through the ordinary standard projector, and it is also claimed that they cost little more to make than the ordinary films.

The new contrivance was invented by Mr. Claude Friese-Greene, a son of the late Mr. W. Friese-Greene, who was the pioneer of the invention of the cinematograph in England. It is stated that, by means of the attachment of a rotating disc (to impress the necessary colour vibrations on the negative film) coloured photographs can be taken by most ordinary makes of camera. Exposures can be made in a light much less than bright sunlight, and thus photographs can be taken in circumstances where it would be impossible to take black and white pictures. The printing of the films is done on any ordinary standard machine; the joining and repairing of the film is the same as in black and white, and no alteration of any kind is needed in the projecting equipment at present in use.

While the invention is not yet perfect, the first results of it are very promising.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

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Union Insurance	\$221 b.
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While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

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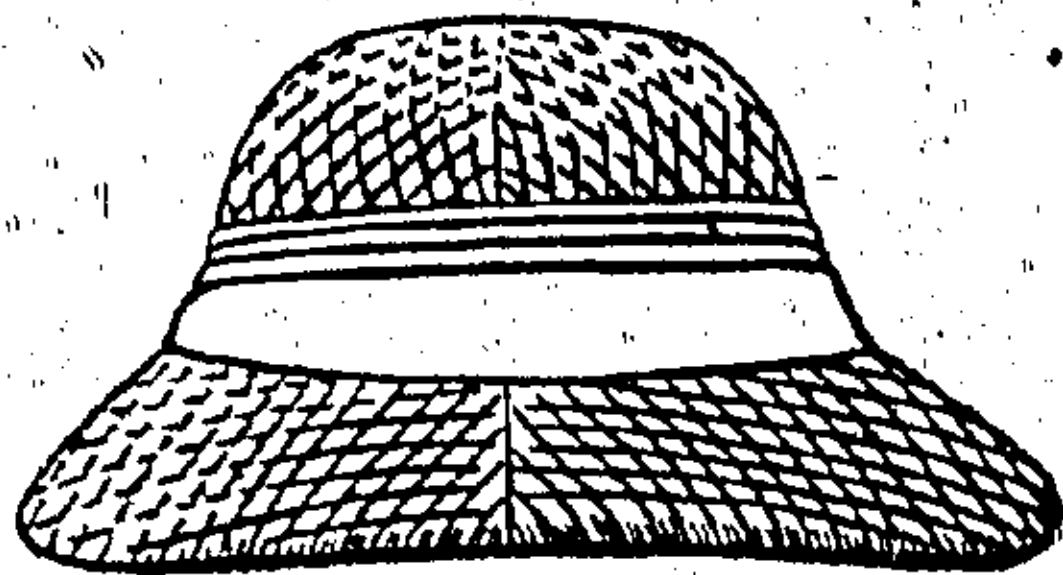
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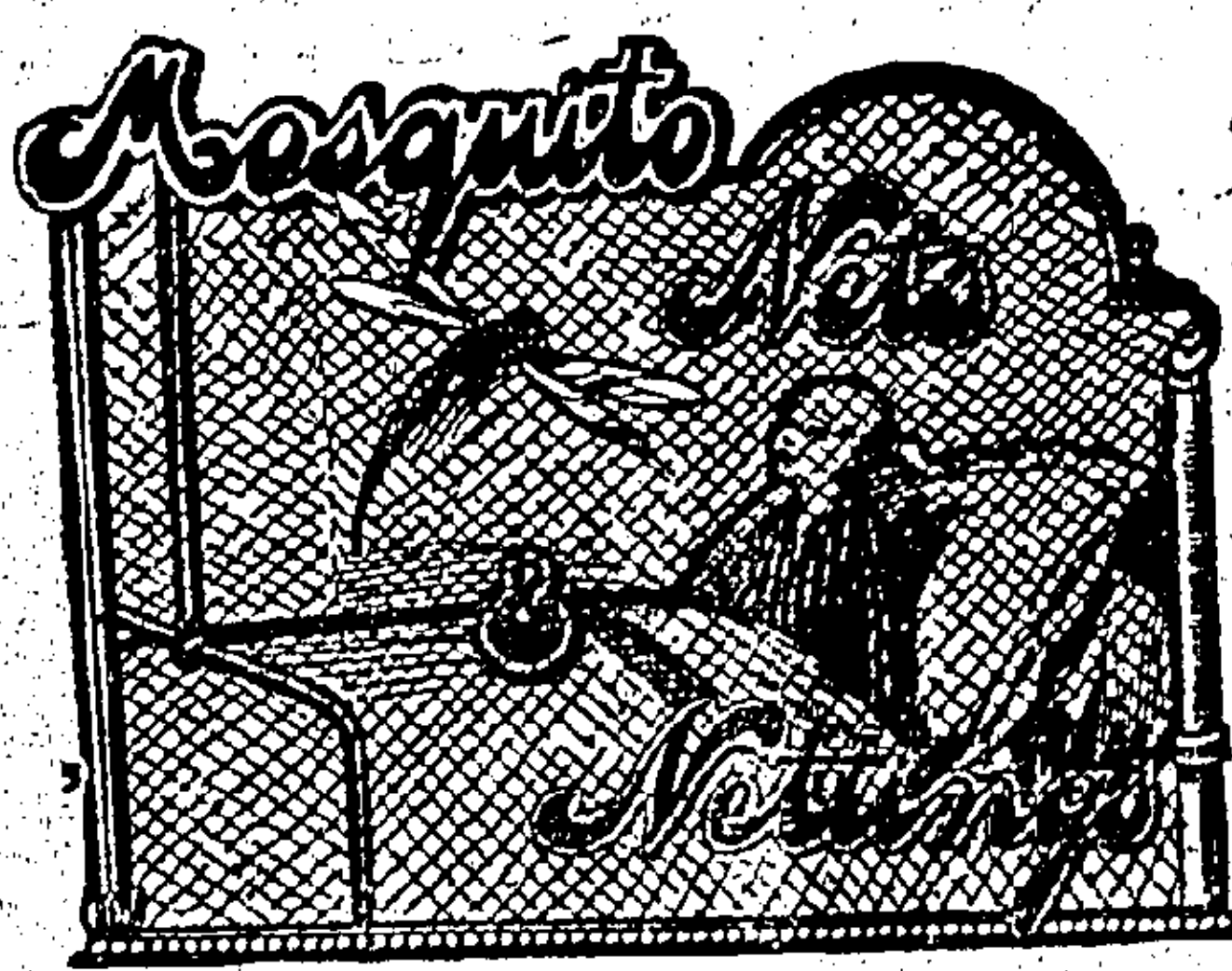
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"PRESSING THE GAME."

[BY MAJOR G. C. TURNER.]

There are two powerful reasons why air transport must not yet be expected to conform to methods proved by experience suitable to road and rail transport. One reason concerns the aeroplane, the other the man who flies it.

The aeroplane is a vehicle still in the infancy of its development. It is much more delicate than any type of road or rail vehicle used for regular transport. The consequences of small defects in it may be far graver than those of serious defects in road and rail vehicles. A far greater responsibility rests upon the mechanics who make and tend it.

Risk to the pilot is an undeniable factor. The risk to the driver of a rail or a road vehicle is relatively insignificant. Motor buses, taxi cabs, and railway trains are so strongly built, and their mechanism is so robust, that reasonable care reduces risk of breakdown to a very small point; but, what is far more important, breakdown is not fraught with danger. It is possible to run a motor bus or a railway service with low-grade vehicles; the driver's safety is not imperilled; if there is a stop on the road and the driver cannot put matters right he sends a message to the garage.

As to the quality of the men, the aeroplane pilot must possess not only great skill, but also a proved capacity of resource in emergency. His physical condition is such an important factor that he has to be very strictly examined at frequent intervals.

Responsibility rests also upon the railwayman and the bus driver, and the driver of any street vehicle needs skill and nerve, but all will agree there is a vast difference between them and the air pilot.

BEST WORK TOGETHER.

It has been put forward during the past few days that the regular air line pilot will soon become a mere air chauffeur. To the contrary, with the introduction of more scientific methods on the air lines he will have to be trained and educated to a higher pitch than the present average, and will use instruments which require expert handling. He will have to fly by night as well as by day, and in all weathers.

The pilot must have perfect confidence in all concerned with the operation of the line, from manager to mechanics. Even when all these have done the best possible, there remain factors of uncertainty, such as the weather, which, even after Air Ministry experts have pronounced judgment and forecast, sometimes provides small surprises. The human element, where flying is concerned, is delicate; let the slightest distrust enter, and grave results may follow.

Attempts have been made to introduce strict methods into air transport, and up to a certain point these attempts were justified and have been beneficial; it cannot be denied that formerly many pilots were too haphazard and independent. There are, indeed, two sides to the dispute between the air company and the pilot, and it behoves each to consider the other's point of view.

NO CONFIDENCE, NO PROFIT.

The overhauling of machines and engines can be organised on sound engineering lines. With good organisation machines can start punctually. But the pilot of an aeroplane must have the right to consider his machine and the weather, for to him and his passengers mechanical breakdown or forced landing through exhaustion of fuel or stress of weather is very different from a mere halt by the wayside.

It is claimed that air transport must be methodised to the same degree as road transport, otherwise it will not pay. That is true, but the time for complete regularisation has not yet come. Not for many years—perhaps never—will air transport be so safe and systematised that the pilot's prerogative may be taken from him.

"Pressing the game" in aviation can only end in disaster. Manifest are the absurdities committed in the name of "business method" and "efficiency" in aviation; absurdities which are tragic. If any other transport business is complete confidence so necessary. The pilot must feel that the mechanics are not merely good, but enthusiastic. In its own and the public interest the new company must work towards the attainment of good will and co-operation between all its employees; the situation cannot be tackled quite as an ordinary labour dispute.

"GLENAMORY'S" FLIGHT.

UNSUCCESSFUL ATTEMPTS TO TOW
HER OFF VIDEO ISLAND.

[The N.C.C. Daily News of May 23rd says:]

All attempts to save the motor-vessel Glenamory have so far failed and the ship remains on the rocks in a perilous position. The damage originally done to her bows has considerably been increased by the force of rough weather which has been experienced, and on several occasions the officers and men on board have had to make a hurried transfer to the tug boats of the Shanghai Tug & Lighter Company, which have been standing by in turn.

Two or three attempts have been made at high water to lift the bows of the vessel off the rocks by flooding the after holds and towing at the same time, but the vessel held fast. Nothing can be done now until the next high tide, in about 10 days' time, when similar operations will be carried out.

THE NATIONAL CHRISTIAN
COUNCIL.WORK OF THE CHURCHES FOR
ANOTHER YEAR.

The last day of the second annual meeting of the National Christian Council was largely taken up with questions of future policy and work. The meeting closed in the afternoon of Tuesday, May 20th with an address on "Publicity by Council Members," by the Rev. Chu Hao Jen, and a devotional service conducted jointly by Mr. D. E. Hoste and Rev. S. C. Huang.

With regard to the policy of the coming year the Council decided it would pay chief attention to the following problems: (1) The Indigenous Church; (2) Rural Life; (3) Home; (4) Investigation and Co-ordination of Industrial Work; and (5) the continuance of the study of International Relations. Popular and religious education are also to receive special emphasis.

The following list of special financial provisions indicates something of what the Council intends to do during the ensuing year:

1.—For Committee on the Indigenous Church	\$1,300
2.—For Country Church Committee	2,000
3.—For Christian Home Commission	2,000
4.—For Retreats and Evangelistic Committee	1,000
5.—For Anti-Narcotic Commission	4,000
6.—For Industrial Commission (in addition a special income of \$5,000 Gold)	1,000
7.—For International Committee. Special income of \$500 Gold.	
8.—For Special Committee—Work among Buddhists, D.V.B.S., Phonetic Script, Work for the Blind, Work for Moslems, and Religious Education	500
9.—Reserve for Standing Committees to be allocated by the Executive	1,000
Total	\$12,000

In the late afternoon committees were appointed to work on these different problems. The Rev. Z. T. Kaung is chairman of the Committee on Retreats and Evangelism; Prof. T. C. Chao, chairman of the Committee on International Relations; Rev. C. E. Patton, chairman of the Industrial Commission; Mrs. Woo, chairman of the Commission on Church and Home; Rev. R. E. Chao, chairman of the Commission on Rural Problems; Rev. Shen Wen Ching, chairman of the Commission on Work among Moslems; Dr. Fong F. Sue, chairman of the Daily Vacation Bible School Committee; Mr. G. B. Howell, chairman of the Committee on Work for the Blind; Bishop Molony, chairman of the Committee on Work for Moslems; Dr. D. W. Lyon, chairman of the Commission on Religious Education; and Mr. S. P. Chuan, chairman of the Commission on Phonetic Script.

THE DRUGS QUESTION.

It was decided to appoint an Anti-Narcotic Commission. The matter of the personnel of this Commission was referred to the Executive Committee. It was the idea that this Commission on Narcotics should have its headquarters in Shanghai with a section in Peking that might undertake negotiations with the Government when such were required.

Plans are to be taken to secure from America the services of a specialist in rural church problems and work; beginning with the winter of 1924. Steps were taken also to urge all theological and Bible schools in China to pay more attention to training pastors, evangelists and teachers in rural work.

A special resolution was passed regarding the resignation of Bishop Roots as secretary of the Council and appreciation expressed of the action of the Chung Hwa Sheng Kung Hui in so planning Bishop Roots' work that he will still be able to give considerable time to the work of the N.C.C.

The Council also expressed its concern over the intimation that Dr. Hodgkin might find it necessary to resign his position as secretary of the Council at the end of his present term of two years. The resolution earnestly begged Dr. Hodgkin to reconsider this decision and urged him to remain in the service of the Council and continue the work he has done and which is so keenly appreciated.

The Council asked Dr. S. H. Chuan and Mr. T. Z. Koo to represent them at Geneva, at the Conference on the Opium problem arranged by the League of Nations to meet in November.

The plans of the Committee on Industry to hold local and regional conferences were approved. It was also noted that the N.C.C. approach certain missions asking them to study the needs for participation of Christ in the study and improvement of industrial conditions, and to make recommendations to their Boards on the basis of these studies with a view to having them provide the additional staff needed.

Professor T. C. Chao of Soochow and Bishop Roots were appointed a special committee to draw up a statement commissioning Mr. T. Z. Koo and Miss Ruth Cheng to bear greetings and a message of good-will from the National Christian Council to Christian groups and organizations which they may meet in Europe and America this coming year.

(Continued at foot of next column).

MADAME
FLINTCHIC
SUMMER
FROCKS.

CHINA BUILDING, 1st FLOOR.

WHAT THE WITNESS SAW.
A PECULIAR HORSE AND AN
AMUSING WITNESS.

It is sometimes amusing to sit in the Police Court and listen to the witnesses who have not been fully initiated into the mysteries of the English Language, but who yet attempt to give their evidence in the King's English. There was one such instance in a certain Malayan Court recently, says the *Times of Malaya*, when the evidence for the defence in a carriage accident case was being recorded by the Police Magistrate. In answer to his name, the witness stepped smartly into the witness box.

Interpreter: "What is your religion?"

Witness: Malay.

Interpreter: The interpreter was taken aback. He was not aware of the existence of such a faith. Perhaps what the witness wanted to say was, that he was a Mohammedan.

Interpreter: You mean you are a Mohammedan?

Witness: Yes.

Interpreter: What is your occupation?

Witness: Motor Repairs.

The interpreter was not to be baffled—for, with his long experience of witnesses, he guessed that the witness must be a motor mechanic.

Interpreter: You mean that you attend to repairs to motor cars?

Witness: "Yes."

The prosecuting Inspector took the witness in hand now and asked what did you see?

Witness: The horse quickly went behind five yards beyond.

Inspector: What happened then?

Witness: Then another trap was whipped.

You mean another horse was whipped?—Yes.

What happened next?—I saw a ricksha fallen down.

Where were you?—I was in the behind of the horse.

Can you say at what speed the horse was travelling?—Well, I am not well educated for horses.

Was it going fast or slowly?—Not very fast.

Where was the horse whipped?—In the middle of the street.

This concluded the examination of the witness who, quite satisfied with himself in this manner in which he had answered in English the questions put to him, edged himself out of the witness box with a smile and a series of bows and contortions, and walked triumphantly away.

A GENERAL REVIEW.

The subjects considered in this Conference have been many and varied. The types of thought and groups represented have been divergent and numerous. As a whole the Christian Church through the N.C.C. is trying to find tasks that should be done together by all the churches in China. It was evident that the opportunities are so many and the situation so complex, that the Council is somewhat puzzled as to where it should lay its emphasis and upon what problems concentrate its limited strength. In spite, however, of the great array of problems confronting it and the diverse opinions represented, the Conference was marked throughout by great harmony; indeed friction was noticeably absent.

One marked feature of the Conference was the prominence taken by Chinese Christians. Not only were half the delegates Chinese but the amount of work done by Chinese, taken in the large, exceeded that of their Western colleagues. The success of the Conference is in no small measure due to the executive and mental ability of the Chinese delegates, not all of whom have been educated abroad.—Communicated.

PUBLIC AUCTION.

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THE UN LUNG MOTOR BUS COLLISION.

TWO DRIVERS INDICTED FOR MANSLAUGHTER.

The sequel to the Un Lung motor-bus collision, when four passengers were killed and several others injured on April 6th, was heard at the Criminal Sessions yesterday when the drivers of the two colliding buses were indicted for manslaughter.

The case was heard before the acting Chief Justice and a Jury. The Attorney-General (Hon. Mr. J. H. Kemp, K.C.) conducted the case for the Crown, whilst Mr. Campbell Prosser represented the prisoners.

The Attorney-General opened the case by stating that manslaughter was a crime which varied very much. Some cases of manslaughter were little short of murder, sometimes light sentences were imposed and in other cases sentences of 20 years were ordered. Some cases were slightly more than accidents, such as errors of judgment. In this case it was the duty to say whether the deceased's death (the name of only one of those killed in the collision being mentioned in the indictment) was due to the culpable negligence of the prisoners at the bar. His submission would be that both prisoners were guilty of manslaughter.

The Attorney-General went on to say that the collision took place on a bridge in the New Territories. He contended that both drivers should have taken care not to approach the bridge, which was a narrow one, unless they had made sure that they would not meet on the bridge. The road on either side of the bridge was perfectly level and there was a clear view of 100 yards to the north of the bridge and for 100 yards to the south of the bridge.

"CULPABLE NEGLIGENCE." Photographs of the bridge and plans of the road were placed before the Court and the Attorney-General said that in explaining the photographs a constable on patrol duty arrived on the scene of the collision shortly after the collision and, as the buses were blocking the road, he had them moved. On the following day they were moved back into their original positions in order that the photographs might be taken.

The buses approached each other from opposite directions and taking the case of bus No. 1204, which was driven by the first prisoner, the Attorney-General said that this bus was travelling South from Un Lung to Tsing Sha Tsui.

The driver was on probation; he was licensed in November of last year. The bus left Un Lung at 2:10 p.m. At Ping Shan it was stopped by Sergt. Stinson who ordered several excess passengers off the bus. Unfortunately, none of the witnesses from this bus noticed that a collision was imminent. The conductor was busy collecting fares and the passengers were talking. They could not give any idea as to the speed of the vehicle. The only idea of speed could be gained from the time it took the bus to travel from Un Lung at 2:10 p.m. to the bridge at 2:30 p.m. which, after allowing for a stop of five minutes at Ping Shan, showed that the speed was not excessive. It worked out at about 15 miles per hour, "but I do say this," emphasised the Attorney-General, "that he should never have gone on to the bridge until he was quite sure there was no risk of the other bus being on the bridge at the same time. This was an act of culpable negligence."

THE LAST TRIP. It had been stated that as this was the last trip of that bus for the day and the driver would be a hurry to finish, but in view of what he had told the Jury as to speed, the Attorney-General asked them to take no notice of the statement. The effect of this bus was torn away and that the front left wheel was torn off. The back wheels were intact. When the bus was examined later two surprising facts were discovered. The hand brake, which was in working order, was not on, whilst the footbrake was out of order in so much that it required adjusting. It could have been worked at the time of the accident.

Dealing with bus No. 1314, the Attorney-General said that this bus was driven by the second prisoner, who was on probation and who had held a licence to drive since last September. Six witnesses would be called to give evidence from this bus, and nearly all these, including another bus driver who was a passenger, estimated the speed at about 20 miles per hour, though they could not say what the speed was at the time of the collision. The handbrake of this bus was found, on examination after the collision, not to have been on, though it was in good working order. The footbrake was entirely out of order.

(Continued at foot of next column.)

BRITISH NAVAL LIEUTENANT FINED.

A MOTOR-CYCLE RACE ON THE PRAYA EAST.

Lieut. Shadwell, R.N., of H.M.S. *Tilman*, appeared before the Magistrate (Mr. J. A. Fraser) at the Central Magistracy yesterday afternoon in answer to a summons preferred against him by the traffic police. Lieut. Shadwell was charged on three counts: (1) Disobeying the signals of a police officer whilst riding a motor-cycle and side-car on the Praya East at 11.30 p.m. on May 21st; (2) having no light on his side-car; and (3) failing to produce his licence when called upon to do so.

Traffic Sergt. Hallam giving evidence said that he signalled to the defendant to pull up. As he did not do so, witness pursued him on his machine and sounded his horn many times as a signal for the defendant to stop. Defendant's side-car had no light.

Cross-examined by the defendant, the witness said that he could see that there was a side-car attached to the defendant's cycle. He could see this with his own head-light.

Lieut. Shadwell: Do you consider the sounding of a horn is a reasonable means of signalling to a motor-cyclist to stop?—I do consider it is a reasonable means, especially if the horn is blown many times.

Lieut. Shadwell informed the Magistrate that he was convinced that some one behind was trying to race with him. He maintained his speed and slightly increased it, but he was certainly not doing more than 25 miles per hour. There was an absolutely open road with no traffic on it. Immediately the pursuing cyclist passed him he could see that it was a police officer, and he pulled up. The passenger in the side-car was the Commanding Officer of H.M.S. *Moth*, who was unfortunately unable to attend Court that afternoon to give evidence on his behalf, but he also had stated that he was not aware that police officer was trying to overtake them. The statement that his cycle was doing 25 miles an hour could not be correct. The machine could scarcely do that going all-out.

"Lieutenants in the Navy," continued Lieut. Shadwell, "are not in the habit of disregarding police officers. I have been driving a motor-cycle for 14 years now and never had this sort of thing happen before. There is just one other point I would like to make. I have a brightly illuminated rear plate on the cycle and it would be a very foolish thing for me to speed."

The Magistrate dismissed the charge of disobeying the signals of a police officer, but imposed a fine of \$10 for having no light on the side-car and a further fine of \$5 for failing to produce his licence.

THE FLOWER STREET RIOT.

CHAIR COOLIES FINED.

When nine chair coolies, who were taken into custody as a result of the disturbance in Wyndham Street last Monday, came before Mr. R. E. Lindsell at the Central Magistracy yesterday, Mr. C. A. S. Russ appeared to defend four of the men, whom the Magistrate described as the "Shum Brigade."

They had, it appeared, been brawling with the other five, who were of the Chus clan. It was explained that the Shums resented the Chus' invasion of a pitch which they had so far regarded as their own.

The plea of the Chus was that the new traffic regulations insisted on their confining themselves to the slopes, and they could not help it if the Shums had hitherto had the exclusive use of these.

Besides imposing a fine of \$1 on each of the nine men, his Worship bound them over in \$50 each to keep the peace for six months.

The Attorney-General contended that both drivers were negligent in not having the footbrakes adjusted.

Evidence was then called. Sergeant-Kong deposed that he was riding in the bus going towards Ping Shan when he saw the other bus. They were about 200 yards distant. Both vehicles were travelling very fast and the collision took place near the South end of the bridge.

Witness, in reply to his Lordship, gave it as his opinion that the collision was due to the speed and distraction of the attention of the driver. Amplifying this statement, witness said there was a girl in the bus and the driver was speaking to her. To do so he had to turn his head to the left. He was not in a position to say whether the driver's head was turned at the moment.

Cross-examined by Mr. Prosser, witness estimated the speed to be 30 miles per hour and did not consider that he had over estimated it.

The case was adjourned until this morning.

The Jurors empanelled for the case were Messrs. Chan Tse Teng, J. Ward, F. J. da Luz, J. M. da Luz, H. F. Warschell, A. Martin, and F. X. Silva.

FORGED NOTE CHARGE.

WOMAN COMMITTED FOR TRIAL.

To Ching, described as a boat-woman, appeared on remand at Yau-mai Police Court yesterday charged with uttering forged Singapore notes.

Mr. C. A. S. Russ defended. A Chinese accountant, employed by the prosecutor, a jeweller of Tai O, stated in the witness-box that he had known the prisoner since the tenth moon last year. She had never bought jewellery in the shop until May 8th (the date on which it is alleged that she uttered the forged notes).

Witness said he was present in the shop on that occasion, at 6 p.m. The woman ordered a pair of bracelets, tendering \$70 in Singapore notes, one note being for \$50 and two others for \$10 each.

In answer to the Magistrate (Mr. E. W. Hamilton), witness said that the price of the bracelets was \$34.49. He gave her change, and she went away, returning at 7 p.m. the same night, when she said she would call next day to look at some finger-rings. She appeared next day at 11 a.m. and bought four rings for \$34.31. She paid for them with a \$50 Singapore note.

His Worship: Were you not surprised when a poor woman who had never previously made a purchase in your shop, suddenly came in to spend \$50 notes?—I had no suspicion.

Witness later stated that he asked the woman where she got the money from, and she said that a relative had brought it back from Singapore. He was sure she used the word "relative."

Mr. C. A. S. Russ: Did she ask you if the notes were good and how much they were worth?—No.

Did you say that you thought they were worth about 85 cents to the dollar?—Yes. Mr. Russ: Then she must have asked you how much they were worth?—Yes.

Witness, further questioned, said that the money had been sent to a money-changer who said the notes were worth 90 cents to the dollar.

A Chinese interpreter gave evidence that he went with Sergt. Logan to a sampan, where he saw the accused woman put something down inside the boat. The Sergeant looked where witness pointed, and found a small parcel.

Prisoner, who reserved her defence, was committed for trial at the Sessions.

COSTLY INSOLENCE.

CRUELTY TO PIGS ON KOWLOON RAILWAY.

A Chinese appeared on remand at Yau-mai Police Court yesterday charged with transporting pigs in a cruel manner from Tai Po to Yau-mai on the Kowloon-Canton Railway. At a previous hearing, when defendant stated that after he had put his pigs in the van, somebody else had put others on top of them, Mr. Hamilton adjourned the case in order to consult Mr. H. P. Winslow, Manager of the Kowloon-Canton Railway, with regard to the transportation of pigs.

Yesterday His Worship said that he had seen Mr. Winslow, who had promised to take steps for a strict watch to be kept on the transportation of pigs in future. He (the Magistrate) would impose a fine of \$10 in this case.

Defendant (with excitement): What have I been fined for? I have committed no offence.

His Worship then imposed a further fine of \$5 for insolence.

ALLEGED ASSAULT ON MUI-TSAI.

A Chinese woman, charged with assaulting two *mu-tai* by throwing hot water over them and causing scalds with the result that they had to be admitted to the Government Civil Hospital, was remanded for a week at Yau-mai Police Court yesterday.

STOWAWAYS SENTENCED.

Before Mr. E. W. Hamilton at the Yau-mai Police Court yesterday, four Chinese were charged with stowing away on the s.s. *Fan Choon*.

Formal evidence was given that the men were found without tickets by the police among the steerage passengers.

Remarking, "You will have to pay for dodging your passage," his Worship passed sentences of one month's hard labour in each case.

A CANDID COUNTERFEITER.

For months' hard labour was the sentence passed by Mr. R. E. Lindsell at the Central Magistracy yesterday on a man who was charged with the possession of 12 spurious ten-cent pieces.

The accused admitted that he had thrown a number of coins into the harbour, and that prior to his arrest he had been attempting to dispose of counterfeit money.

ONE MONTH FOR A NUT.

DELINQUENT WHO FOUND IT A HARD ONE.

Link Teat, an unemployed boiler maker, was charged before the Marine Magistrate (Lieut. Comdr. Conway, R.N.) yesterday, with being on board the R.I. steamer *Torville* without permission.

Evidence was given that the man was found in the engine-room of the ship at 6 o'clock on Monday morning by an Indian member of the ship's staff and was sent away. About an hour later, the man was again discovered in the engine-room and was engaged in removing a nut from the safety valve of the boiler. He was taken before the Chief Engineer who gave instructions for the man to be handed over to the Police.

The Fourth Engineer stated in evidence that no shore workmen were employed on board the ship that day and that defendant had no right to be in the engine-room or to touch anything there.

Defendant pleaded that he went on board for work. He asked an Indian if he could have a nut and the Indian told him to go and get one.

The Magistrate sentenced the man to one month's hard labour. A previous conviction for theft was on record.

THE "YIMYANG MARU" CAPTIVES.

TAKEN TO KWEICHOW WITH GEN. TAN'S TROOPS.

A telegram received by the Japanese Legation reports that General Tan Mou-hsin was at Tsungyi, Kweichow, and that the two Japanese prisoners were at Tuntsehsien. This telegram shows that the Szechuan guerilla force had taken the Japanese officers with it in its march into Kweichow, and that all possibility of rescuing the officers of the *Yimyang Maru* from Chungking has passed for the time being.

According to Chinese telegrams, fighting has been carried on for several days at Tsungyi, while another message reports that General Yuan Tsu-ming has arrived at Tsungyi. General Yuan was recently appointed *Taiwan* of the Szechuan-Kweichow border, and as his duties in reinforcing the Northern forces in Szechuan had terminated he was given permission to return to Kweichow. It is thought therefore, that he followed General Tan Mou-hsin and that the fighting at Tsungyi was between the forces of General Yuan and Tan. In the event of this surmise being correct it is thought likely that the Japanese captives have been removed from Tuntsehsien, which is north of Tsungyi. Yet another Chinese telegram reports that General Tan Mou-hsin was making overtures to the Northern troops with a view to joining forces with them.

TWO BRITISH SUBJECTS MOBBED IN ILOILO.

Major Burton Read, aide-de-camp to Governor-General Wood and special investigator of the alleged maltreatment of two British subjects, Mr. A. T. Kay and Mr. E. L. Brown, at Iloilo by a Filipino mob recently, recommends the suspension of Mr. Arcosa, Chief of Police at Iloilo, and the forfeiture of his pay.

Major Read says that the Police Chief used unnecessary violence in arresting the Britons, and also humiliated them by conducting them, after arrest, through the auditorium of the Iloilo Carnival grounds in sight of a large crowd of Filipinos and others. Major Read finds that the Britons might have avoided the row by the exercise of a greater measure of tact at the beginning of the altercation. Governor-General Wood is expected to approve of the recommendation to suspend Mr. Arcosa.

WATER SHORTAGE IN MANILA.

Manila is facing the most serious water shortage in years, according to Mr. Gideon, manager of the Metropolitan Water District, who on May 20th requested the Mayor to discontinue watering the streets until a larger supply of water is available. It is the first time that Manila's street sprinkling has been discontinued since 1919.

The normal demand for water in Manila is about twenty-four million gallons daily, according to Mr. Gideon. At the present time a maximum of only about seven million gallons is available. The Montalban reservoir is "entirely dry," and the Santolhan pumping station, working at full capacity, can supply between six and seven million gallons daily at the most. It is now supplying more than it has ever done before, but the quantity is apt to undergo a sudden drop at any time, making the shortage far more serious than it is at present.

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NOTICE.

MEMORIAL DAY.

THE Committee of Ladies in charge of the MEMORIAL DAY, 30th MAY, and other Ladies interested, will meet at the AMERICAN CONSULATE GENERAL on that day, at 9.30 A.M., and will proceed to the Cemetery at HARRY VALLEY in order to lay Wreaths on the Graves of Americans buried there. All Americans in Hongkong who may desire to take part in the Decoration of these Graves should be at the Cemetery Not later than 10.00 A.M.

PEAK TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on WEDNESDAY, the 28th MAY, 1924, at 11.00 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 30th April, 1924.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 17th May, 1924. [785]

NOTICE.

NOTICE IS HEREBY GIVEN that the Share No. 4277 for 500 shares Ewu Corro Miza Ltd., in the name of Mr. E. Z. ABRAMSON of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been lost.

ELLIS & CO.
No. 23 Ice House Street.
[617]

S.S. "SI-KIANG."

SERVICES CONTRACTUAL DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from DUNKIRK, CHESTER, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 24th instant, at Noon, will be subject to return and landing charges.

All Claims must be sent in to me on or before the 2nd June, 1924, or they will not be recognized.

All damaged packages will be examined on Wednesday, the 28th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSHER,
Acting Agent.
Hongkong, 22nd May, 1924. [820]

S.S. "CHANTILLY."

SERVICES CONTRACTUAL DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, also Cargo ex S.S. "ANTINOUK" from BORDEAUX, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 31st May, 1924, at Noon, will be subject to return and landing charges.

All Claims must be sent in to me on or before the 12th June, 1924, or they will not be recognized.

All damaged packages will be examined on Saturday, the 31st instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSHER,
Acting Agent.
Hongkong, 26th May, 1924. [817]

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "SILVIO PELLICO"

FROM TRIESTE, VENICE, BRINDISI,

SPALATO, PORT SAID, MASSAUA,

ADEN, COLOMBO, PENANG

AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 27th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to return.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 27th May, 1924. [821]

INTIMATIONS

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JARDINE, MATTHEW & CO., LTD., on FRIDAY, the 30th MAY, 1924, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st March, 1924.

The REGISTER of SHARES of the Company will be CLOSED from Saturday, the 24th May, 1924, to Friday, the 30th May, 1924, both days inclusive.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.
Hongkong, May 10th, 1924. [786]

THE HONGKONG JOCKEY CLUB.

THE HALF YEARLY GENERAL MEETING of MEMBERS will be held on SATURDAY, 7th JUNE, 1924, at 12.30 P.M. in the Jockey Club Room, HONGKONG CLUB ANNEX.

By Order of the Committee,
J. W. KEW,
Secretary.
Hongkong, 12th May, 1924. [774]

NOTICE.

HONGKONG SHAREBROKERS' ASSOCIATION.

THE following are Members of the above Association—
A. H. CARROLL, J. W. KEW, W. J. CARROLL, O. KITCHEN, YIP YUNG PAK, F. M. L. SOARES, H. E. EDWARDS.
J. P. GRAY, Y. YANQUICH, A. P. GARAY, H. M. H. ESMAIL, SZO KOS CHI, HARRY O. ODELL, SON FAI SHAO.

By Order of the Committee,
J. W. KEW,
Secretary.
Hongkong, 12th May, 1924. [774]

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are Members of the above Exchange—

ABRAHAM, E., ALTYA, A. A., BIGRAM, J. T., BENJAMIN, V., BIRRETT, H., CHURCHER, N. V. A., ELLIS, F. E., GOULD, J., GUTTERMAN, A. A., HARRISON, E. M., KEMP, F. B., KIRK, P. D., LAMBERT, G. P., LUKWIT, H. A., LOGG, O., MATHIAS, R. T., NISIM, A., PIER, I. S., PRATON, R., PORTER, G. H., FORTIS, E. C., RAYSON, E. M., SHIVA, P. M. N. de, SMITH, F. B., TAYLOR, P. J., TESSER, P.

By Order of the Committee,
A. NISSIM,
Secretary.
Hongkong, 6th May, 1924. [775]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship

"YOSERIC"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 2nd June, 1924, will be subject to return.

All Claims against the Steamer must be presented to the Undersigned on or before 9th June, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 2nd June, 1924, at 10.00 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE CHINA LINE, LTD., General Agents.

Hongkong, 24th May, 1924. [818]

NOTICE TO CONSIGNEES.

The Steamship "ROLTON CASTLE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 24th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to return.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 24th May, 1924. [815]

TO DAY.

AT 2.30, 5.15, 7.15 AND 9.15 P.M.

PETER B. KYNE'S

FAMOUS STORY OF THE

NORTHWEST

KINDRED OF

THE DUST.

THE CORONET.

INTIMATIONS

DEWAR'S

The Spirit of the Empire

It is that unbroken Evenness that is so much appreciated in DEWAR'S. It is produced by the skilful blending of whiskies—old and ample—DEWAR'S is simply a mingling of good things.

Dewar's

"WHITE LABEL"

and

"VICTORIA VAT"

as supplied to the Houses of Lords and Commons.

By Royal appointment to His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants

ESTABLISHED 1841.

BIRTH.

KENNEDY—At Batavia, on May 28th, to LESLEY, wife of R. KENNEDY, Merchantile Bank, a daughter.

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MAY 28th, 1924.

AMERICA AND JAPAN.

THE President of the United States has, at last, given his approval to the Bill which makes exclusion of Japanese from the United States effective from July 1st. We can imagine the feeling of resentment which this will arouse in Japan, where, notwithstanding the very decisive voting on the subject in the Senate and the House of Representatives there has still lingered a fond hope that the President's objections would triumph.

"If the exclusion provision stood alone," says the PRESIDENT, "I would have disapproved of it unhesitatingly." But as the Bill is a comprehensive measure dealing with immigration generally he has been compelled to consider it in its entirety, in view of the imperative need for general legislation. Nevertheless, the Japanese will have some difficulty in reconciling the executive approval of the enactment with the statement that "it does not imply any change in American feelings of admiration and cordial friendship for the Japanese people, which continue to have abundant manifestation."

Students of the English language in Japan will doubtless be asking in the words of the famous Dr. Watts:

Why do you dissemble your love?

Why do you kick me downstairs?

As is well known the causes of the agitation in America against Oriental immigration are chiefly racial and economic. Mr. E. T. WILLIAMS, who was formerly American Chargé d'Affaires at Peking, and subsequently Chief of the Division of Far Eastern Affairs in the Department of State, remarks in a recently published work on China, when writing of the Oriental immigration problem in America: "However unreasonable race prejudice may be, it is folly to

close one's eyes and pretend that it does not exist. There are men in every race who rise above it, but among the masses it is still potent. The Chinese and Japanese feel a racial antipathy to the European. That I have experienced during a long residence in the Far East. On the other hand, the White man regards all coloured races as inferior. This race prejudice is an inheritance of the ages, a primitive passion, and primitive passions are still the most powerful forces in human society. But the agitation has had a better basis, in economic reasons. It has been the menace of cheap labour, which if allowed unrestricted entrance would force American manual labourers to accept wages that are insufficient for the maintenance of an American standard of living. Mr. WILLIAMS remarks on this: "Our civilisation is a highly developed and delicate plant, which cannot enter into unrestricted competition with certain other, more hardy forms of civilisation. Restrictive legislation is necessary for its protection. Conditions in the Orient are improving, it is true, and possibly the time may come when economic conditions East and West may become so nearly alike as to require no such legislation. That condition, however, ought to be brought about by a levelling up in the Orient, not by a levelling down in the West."

Japan a few years ago sought to meet these views by what is known as "The Gentleman's Agreement," by which Japan voluntarily bound herself not to issue passports for the United States to labourers, but the Agreement has evidently not had the effect desired in America. Japanese immigration into the United States, in spite of the "Gentleman's Agreement," has been steadily on the increase. In 1920, when first restrictions on Chinese immigration were permitted by treaty, there were only 143 Japanese in the whole of the United States. To-day, it is said, there are probably 120,000. The United States finds it is getting more immigrants from all quarters than it can now easily absorb; hence the new Immigration Act which reduces the percentage quota of immigrants from White countries and excludes altogether immigrants who cannot, under the law, become eligible for naturalisation as American citizens. We notice that Mr. WILLIAMS in his book is an advocate of protection for Americans by "a general law forbidding all Oriental labour immigration." Justice would seem to require that he says, but at the same time he suggests "for the welfare of the Orientals who are now lawfully here, a law permitting their naturalisation so that they may be absorbed in our citizenship, and not be driven to segregate themselves, as they do now." If this should follow as a corollary of the exclusion enactment, it would doubtless mollify the public feeling in Japan considerably, but we have observed no mention of any such legislation being contemplated at Washington, and we doubt if any attempt of the kind could yet be successfully made, though a concession of some sort must be made to Japan if a serious estrangement is to be avoided, for Japan's dignity and honour are as important Power in the comite of nations is manifestly deeply offended by the exclusion enactment.

We regret to hear that the Hon. Mr. A. R. Lowe is ill of pleurisy at the Peak Hospital.

The P. & O. steamer *Naidra* had what is described as a perfect voyage home, "without a ripple" on the water.

The captain of the s.s. *Commercia*, an American vessel which has arrived from Oregon, reports that one of the fireman was lost overboard during the voyage.

The usual weekly public meeting of the Hongkong Lodge of the Theosophical Society will be held on Wednesday, May 28th, at 8.15 p.m., at the Lodge, 16, Queen's Road Central. Subject: "Hatha Yoga." All are welcome.—ANVR.

The Doyen of the Diplomatic Corps has lodged a protest with the Chinese Government at the action of some provincial authorities in forbidding foreigners to travel in certain parts of the interior for extended periods owing to bandit operations.

The return of notifiable diseases in the Colony for last week shows six cases of small-pox (3 deaths); two cases of enteric fever (1 death); two cases of paratyphoid; and three cases of cerebro-spinal fever (2 deaths). There were three deaths from influenza which is not a notifiable disease.

The death of a Chinese third-class passenger on board the *Kroya Maru*, from Sourabaya, is reported by the master.

A case is occupying the U.S. Court at Shanghai in which Magdalena Guignard is claiming from the American Drug Co. Tls. 30,000 damages for alleged injuries arising from the use of an ointment which it is said the defendants negligently substituted for the "harmless ointment" ordered.

Eighty-four residents of the May Road district have appended their signatures to the protest to the Peak Tramway Co. against the announced intention to charge the same sum for monthly tickets to May Road as to the two upper stations. The memorial, we understand, is to be considered by the Company's Directors to-day.

It is stated in a Canton vernacular paper that the strike which had been threatened over the "nationalisation of the muloos," has been averted by action taken by the Civil Governor before his departure for Hongkong, on Monday, en route to Shanghai, where family matters, it is stated, required his presence.

A most impressive memorial service for the deceased bishops and clergy of the Roman Catholic China Mission was conducted at the Church of St. Ignatius, Szeauai, on May 22nd, in connection with the great Catholic Conference now being held. Long before the appointed time the church was filled with Chinese converts, to the strength of something like 2,000.

Shanghai tailors are getting apprehensive about the size of their salary in proportion with the high cost of living, many of them receiving wages of only 88 a month. A meeting was held a few days ago in a tea shop, and the Chinese Press reports that 5,000 were present. Division of this number by the proverbial 8, says a Shanghai contemporary, probably gives the correct attendance.

A Peking message circulated by the Asiatic News Agency under date May 15th says: "With the exception of police officers, who got only seventy per cent. of their salaries, all the police and detectives have been paid full for April. All the cheques have been cashed in spite of the absence of Wong Keli-min so that there is no danger of police trouble in the near future. The troops have also been similarly paid to-day."

A London cable of May 2nd states: The Board of the Society for the suppression of the Opium Trade, consisting of Members of Parliament, Missionary Societies and others met at Westminster and appointed a sub-committee to get into touch with Mr. Andrews and the Opium Society in India, with a view to concerted action. The Board recorded the view that the time had arrived when the supply of opium from India to Malaya, Ceylon, Borneo, the East Indies, Hongkong, and Coochin-China should cease.

The *Shanghai Mercury* states that automatic telephones are already being tried in many of the houses in the Eastern district of Shanghai with but varying success. The Chinese are still apt to regard them in the light of new toys with the consequent result that continual readjustment becomes necessary. The Telephone Company hold their general meeting of shareholders on June 2nd by which time a very great deal more will probably have been learnt about these automatic telephones and at the same time the Chinese may also have become accustomed to the idea of using them for practical purposes only.

Professor Bostock Hill, a well-known English hygiene expert, passing through Colombo after a tour in the Far East, said he was strongly of opinion that the public health service in the Eastern Colonies was not sufficiently free to carry out the work they are capable of doing. They are too much under the control of the medical services and the civil services. This applies to Ceylon, and more particularly to the Malay States. Until the Public Health Departments had greater freedom in making known their demands and getting the public to understand them he did not think there would be that improvement in fighting disease which there might, and ought to be.

Mr. Benjamin Springlett Corke was admitted to practice as a solicitor and proctor in the Supreme Court of Hongkong yesterday morning by the acting Chief Justice (Mr. H. H. J. Gompertz). In presenting the applicant for enrolment, the Attorney-General (Mr. J. H. Kemp, K.C.) said Mr. Corke was admitted to practice as a solicitor in England in the year 1890 and had practised in various places in England for many years. In April 1915 he went to France and for two years served with the Red Cross. In the following year he joined the French Army as a liaison interpreter and took part in the third battle of Ypres. In August 1917 he was awarded the Croix de Guerre. He was demobilised in 1919 and since then had practised for four years in Dublin. Since August 1923 he had been travelling abroad.

THE KOWLOON TONG SCHEME.

CAUSES FOR THE DELAY.

Mr. Leung Hi Ting, contractor for the work on the Kowloon Tong Development Scheme, writing to us with reference to comments published in a contemporary on the slow progress of the work says:—

"I think it is only right that the contractor's side of the question should be heard. The whole delay in this matter, has been, so far as the contractor is concerned, entirely due to the failure to hand over to the contractor suitable sites in accordance with the contract, and delay in supplying the materials when required. It is nearly unbelievable, but up to the end of January of this year only 20 sites had been delivered to the contractor, and these only in dribs and drabs, in spite of a stream of letters from me, the contractor, pressing for more sites to be delivered, and even up to date not so many as 30 sites, ready for building, have been actually delivered. It will readily be seen, how detrimental this has been to the contractor, who requires sites delivered in build as early as possible, and finds it quite impossible to carry out the work expeditiously and cheaply when only 4 or 5 sites are delivered at a time. In addition to this, there has been a constant delay by the architect, in supplying the contractor with the building materials specified in the contract, and if this delay had been avoided, and the sites handed over in time, the contractor admits that it would be quite possible that 30 houses could be completed by June next month, as Mr. Ede anticipated."

"I fully appreciate the services Mr. Ede has rendered in the matter, and have no complaint against him, but he is a very busy man, and is compelled to rely, too much, in the reports of his superintendents, who naturally desire to throw the blame for the delay, on shoulders other than his own."

THE PROTEST AGAINST THE S.P.C.A. BILL.

THE "MISUNDERSTANDING" EXPLAINED.

The Colonial Secretary has forwarded jointly to the Secretaries of the China Coast Officers' Guild and the Marine Engineers' Guild of China the following letter:—

Colonial Secretary's Office, Hongkong, May 27th, 1924.

GENTLEMEN,—With reference to your letter of the 22nd May, relating to the draft Prevention of Cruelty to Animals Bill, I am directed to say that there is nothing in the clause in question which imposes any liability on a master of a vessel or on any other person in the absence of guilty knowledge on the part of such person. In the original draft of the bill clause 12 did contain a subsection making the master of a ship liable for offences committed on his ship while he was on board in addition to the actual offender, but this subsection was not contained in the bill as approved by the Government and as published in the *Gazette*. As the original draft of the bill contains that subsection, the "Objects and Reasons" contained a reference to it, and through inadvertence this reference was allowed to remain in the Objects and Reasons when the subsection was struck out of the bill. No doubt this is how the misunderstanding has arisen in your letter. I am, etc.,

(Sd.) CLAUD SEVERN,
Colonial Secretary.

T. T. LUTHERSON, Esq.,
China Coast Officers' Guild.

W. J. SPURGEON, Esq.,
The Marine Engineers' Guild of China.

CORRESPONDENCE.

HAIHONG FAMINE FUND.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

SIR,—The following contributions have come to my hand and been paid into bank:—

Already acknowledged \$724.45

St. Andrew's Church Office 75.00

Professor Anderson 10.00

Professor Brown (additional) 5.00

\$815.35

I am being asked what about other Church collections. These were paid into bank direct and by the bank acknowledged.

For information I may say however that at Union Church \$200 was collected, at St. John's Cathedral \$97, and at Union Church, Kowloon, \$75.

The above are round figures.

The need still presses. Yours, etc.,

J. KIRK-MACONACHIE.

FALSE ALARM.

Yesterday afternoon at the Victoria Gaol the warders were given an exciting few minutes. At about 2.55 p.m. the gaol general alarm went and continued to ring for a space of about five minutes. The alarm was a false one.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)
CIVIL SERVICE IN INDIA.
ROYAL COMMISSION'S RECOMMENDATIONS.

London, May 27th.
A big step forward in the direction of the Indianisation of the superior Civil Services of India is recommended in the report of the Royal Commission presented over by Viscount Lee, which has been touring India. It urges that the Indian Civil Service should comprise 50 per cent. Indians compared with 25 per cent. at present; the Police Service 50 per cent. instead of 30; Forest Department, 75 per cent.; Engineers, 60 per cent.
It also recommends improvements in pay, pensions and concessions in regard to passages home for officers and wives.

CANADA AND THE LAUSANNE TREATY.
AN IMPERIAL PROBLEM.

London, May 27th.
A singular Imperial problem is revealed by the publication of the much-discussed correspondence between the Colonial Office and the Canadian Government, relative to the Lausanne Treaty. It shows in contrast the peace treaties with Germany, Austria, and Bulgaria, which were signed by the Dominion's representatives. Canada objected to appending her signature to the Lausanne Treaty, contending the procedure adopted at Lausanne differed from that adopted in negotiating the above-mentioned treaties, and as no invitation had been extended to Canada to participate in the Lausanne conference, Canada could not have been believed to have had a direct and immediate interest in the negotiations with Turkey as she had in the conferences at Versailles and Washington.

It was then agreed that the Treaty at Lausanne should be signed only by the British Plenipotentiaries, to which Australia, New Zealand, and South Africa agreed. Canada was subsequently asked to concur on the ratification of the Treaty. She replied on March 24th that on the foregoing grounds she could not recommend the Canadian Parliament to approve the Treaty, and without Parliamentary approval, she was not warranted in concurring to its ratification. Her Ministers, however, "will not take exception to such a course as His Majesty's Government may deem advisable to recommend."

EARLIER CABLES.

FRENCH FOREIGN POLICY.

M. POINCARÉ'S STATEMENTS.

Paris, May 26th.

The Councils General, which are the administrative councils of the Departments, met all over France to-day. M. Poincaré, presiding over the Council General of the Meuse, delivered an address, regarded as the swan song of his Premiership.

He said the recent elections were an expression of discontent with the dearth of living, and in no wise a disavowal of his foreign policy, which his successors were bound to continue. M. Poincaré called upon his supporters to give the new Government fair play, but zealously to watch the maintenance of essential national interests (reparations, security, a balanced Budget, and are individual liberty).

He defended the occupation of the Ruhr, saying he would much have preferred a joint Allied instead of a Franco-Belgian seizure of guarantees, but Lord Hardinge wrote to him on December 20th, 1923, that British opinion did not allow the British Government to adopt such a solution.

The question of security was even more important in France than the question of reparations. The situation to-day was very grave. Germany was undoubtedly deliberately violating the Versailles Treaty and rebuilding war material and military formations. M. Poincaré said he had communicated this information to the Allies, France must remain on her guard, and he would fight any Government showing weakness in this respect.

POLITICAL CRISIS IN GERMANY.

GOVERNMENT RESIGNS.

Berlin, May 26th.

The German Government has resigned. The resignation was due to the breakdown of negotiations between the National and Middle parties for the formation of a Coalition Government. The Nationals to-day unexpectedly put forward Admiral von Tirpitz as their candidate for the Chancellorship, declaring they would afterwards be prepared to discuss the prospective Government's home and foreign policy, whereupon the leaders of the Middle parties promptly called upon President Ebert and tendered the Government's resignation.

There is reason to believe that the resignation is only formal, however, and it is expected that Herr Marx will reconstruct the Ministry with a few changes and then submit its policy, especially regarding the Experts' Report, to the new Reichstag, leaving the House to approve or reject.

Obviously referring to the Experts' Report, the German Nationals in reply to the Middle parties have admitted a certain continuity in the policy of resigning. The Government must be maintained, but the party cannot place German negotiators with tied hands in front of foreign countries.

The Middle parties have responded by adhering to the policy of accepting the report as a whole, with the reservations which the experts themselves have made regarding its execution.

NATIONALIST DEMANDS.

Later.
The extreme Nationalists, numbering thirty-two, in the new Reichstag at a meeting to-day formulated a programme demanding, inter alia, the immediate election of a new President of the Republic; repeal of the law for protection of the Republic; an amnesty for all participants in the Munich and Kustrin revolts; the trial on a charge of treason of all participants in the revolution of November, 1918; expulsion of all Jews who had entered since 1914, with partial confiscation of their property; and special legislation for Jews.

President Ebert has accepted the resignation of the Government and has requested the Chancellor, Herr Marx, provisionally to carry on.

ITALIAN ROYALTY VISIT ENGLAND.

BRITISH FASCISTI'S WELCOME.

London, May 26th.

There were striking scenes at Victoria station on the arrival of the Italian Majesties, when the Prince of Piedmont and Princess Fafalda accompanied.

King George and Queen Mary, the latter wearing an exquisite ostrich feather cloak, were on the platform, accompanied by the Duke of York, Prince Henry, the Duke and Duchess of Connaught and other Royalties. The distinguished assembly included Mr. Ramsay MacDonald and Mr. Arthur Henderson. The Prince of Wales accompanied the Royal visitors from Dover.

A huge crowd cheered as the Royal party came into view. The two Kings inspected the guard of honour of Guards, also fifty black-shirted Fascisti from various parts of Britain who gave the Roman salute. The crowds on route ovated the party as they drove to Buckingham Palace. This is King Victor Emmanuel's first visit to England for twenty-one years.

Their Majesties gave a brilliant State banquet in honour of the Italian King and Queen, there being 150 guests, including the Prince of Wales, the Duke of York, Mr. and Mrs. Ramsay MacDonald, Mr. and Mrs. Lloyd George, and Mr. and Mrs. Baldwin.

The King, toasting the guests, referring to the lasting unbroken Anglo-Italian friendship, and King Victor, replying, hoped that the traditional ties would be strengthened.

The King and Queen, the Crown Prince and Princess Mafalda this morning visited Westminster Abbey and the Cenotaph. His Majesty King Victor Emanuel placed a wreath on the tomb of the Unknown Warrior and also one at the base of the Cenotaph.

BRITISH INVENTOR'S "ULTIMATUM."

THE "DEATH RAY" MAY GO TO FRANCE.

London, May 26th.

Representatives of the Government to-day witnessed a private demonstration of Mr. Grindell Matthews' so-called "death ray" in the latter's laboratory. A representative of Mr. Grindell Matthews told a pressman they had delivered what was tantamount to an ultimatum, and if a satisfactory reply be not received to-morrow, Mr. Matthews would on Wednesday fly to Paris, where a contract was awaiting his signature.

It is stated by the Air Ministry to-night that Mr. Grindell Matthews gave certain demonstrations to representatives of the Admiralty, War Office and Air Ministry to-day, and as a result certain proposals for a simple but conclusive test of the apparatus have been made to Mr. Matthews.

Mr. Grindell Matthews declared in an interview that he had no alternative but to reluctantly reject the British offer, and could not wait any longer. He said he was going to Paris to-day.

GERMANY'S MILITARY STRENGTH.

ALARMIST REPORTS.

London, May 26th.

Alarmist reports of German military activities were mentioned in the House of Commons.

Sir Frederick Hall asked whether the German military forces now exceeded the strength allowed by the Treaty of Versailles. Mr. Clynes replied that to the best of his information the answer was in the negative as far as the regular German military forces were concerned, but the Government was far from satisfied on the matter.

THE WORLD'S SPORT.

BRITISH AMATEUR GOLF CHAMPIONSHIP.

FIRST ROUND MATCHES.

PLAYER HOLES IN ONE.

London, May 26th.

At St. Andrew's seventy-three first-round matches were played in the Amateur Golf Championship, for which there are 201 entries. The matches were played off in fine weather, on a thronged course.

The holder, Roger Wethered, and Tolley, who were the most favoured players for the final, scored comfortable victories, the former defeating the 1908 champion Lassen by 5 and 1.

The surprise of the day was the defeat of the English player Captain Bernard Darwin by 5 and 3 by Harry Bruid, son of the famous professional. Noel Layton, of St. Andrew's, in defeating Seagr Pugh, of Renfrew, by 5 and 4, achieved the rare championship distinction of holing out in one.

HOME CRICKET.

VISITORS DOING WELL.

London, May 26th.

At Lord's, play between the M.C.C. and the South Africans opened on a fine wicket, rapidly drying. There were six thousand spectators.

The M.C.C. scored 145, Hearne contributing 50. Pagler took 8 for 54.

The South Africans had scored 112 for the loss of 4 wickets when play closed for the day.

AMERICAN BASEBALL.

New York, May 26th.

Washington, 5; Chicago, 10.
New York, 5; Detroit, 2.

National League.
Cincinnati, 1; New York, 6.
St. Louis, 5; Philadelphia, 4.
Chicago, 11; Boston, 12.
Brooklyn, 2; Pittsburgh, 5.

LATEST CABLES.

REUTER'S AMERICAN SERVICE.

OBITUARY.

New York, May 27th.

Mr. Victor Herbert, the composer and pianist, is dead.

EARLIER CABLES.

U.S. TAX BILL.

Washington, May 26th.

The House of Representatives has adopted the Tax Bill.

EAR EASTERN CABLE NEWS.

BRITAIN AND THE BOXER INDEMNITY.

London, May 26th.

The House of Commons has passed the first reading of the China Indemnity Application Bill, introduced by Sir A. Ponsonby.

This Bill provides that any sums received after December 1st, 1922, on account of the China Indemnity shall be paid to a fund called the China Indemnity Fund, and applied to purposes which, in the opinion of the Secretary of State for Foreign Affairs, is beneficial to the mutual interests of Britain and the Republic of China. Any expenses incurred in the administration of the Fund are to be defrayed out of the Fund.

BRITISH WORLD FLIGHT.

MACHINE COMPLETELY WRECKED.

ARMY'S PLANS UNCERTAIN.

Any, May 26th.

Flight Squadron Leader MacLaren says that his mishap was due to his machine becoming waterlogged, owing to the heavy rains. The plane refused to stay in the air, and dropped into the harbour, being completely wrecked. It will have to be abandoned.

The airman's plans are uncertain. MacLaren has called to England for his spare machine to be sent from Tokyo.

THE FRENCH FLIGHT.

JEALOUS CHINESE OFFICIALS.

THREAT TO SEIZE THE MACHINE.

Peking, May 26th.

Chih Hsieh Yuan, has informed the French Consul-General at Shanghai that if Doisy lands at Nanking or Hsuehchow, he would seize the airman's machine. This extraordinary action appears to be due solely to the pettiest jealousy, Doisy having accepted Chih Hsieh Yuan's rival's (Lu Ying Hsiang's) machine.

President Tsao Kuo and the War Minister, Lu Chin, have both telegraphed instructing Chih under no circumstances to offer opposition to the gallant French flyer.

Doisy was yesterday apparently ready to take the risk of seizure of the machine, but the French Legation has not thought it advisable to take action, which might lead to a more serious incident.

ANOTHER WORLD FLIGHT.

Tokyo, May 27th.

Colonel Broome has been requested by the Governor-General of Canada to assist as far as practicable, the Argentine world flyers who are coming from Japan to Kurile. The trawler *Thetis* is now at Hakodate, and is going to Kurile Island within a fortnight to establish Argentine bases at the same places as for the British flyers.

It is understood that the Argentine flight starts from Amsterdam.

U.S. IMMIGRATION BILL.

SIGNED BY PRESIDENT.

Washington, May 26th.

President Coolidge has signed the new Immigration Bill. Despite the provision in the Bill making the exclusion of Japanese effective on July 1st, which was inserted in spite of the President's vigorous opposition, he has decided to give his executive approval because of certain other considerations, of which the chief is that as the present Immigration Law expires on June 30th a veto might have made it necessary to rush through an emergency measure during the closing hours of the session of Congress.

Such a step, the President felt would not be practicable in view of the tangled legislative situation, and the certainty that any emergency provision would be beset by many attempts at amendment and possibly be blocked altogether.

As soon as he signed the Bill, however, the President began to prepare a statement expressing his disapproval of the failure of Congress to provide for a longer delay in the date making Japanese exclusion effective.

PRESIDENT'S VIEWS ON JAPANESE EXCLUSION.

President Coolidge, in a statement, says that, in signing the Immigration Bill, he heartily approves of its main features, but regrets the impossibility of severing therefrom the exclusion provision affecting the Japanese. He gladly recognises that the enactment of this provision does not imply any change of American sentiment of admiration and cordial friendship for the Japanese people, which will continue to have abundant manifestation, and says the Bill rather expresses the determination of Congress to exercise its prerogative for legislatively controlling immigration, instead of leaving it to international arrangements.

(Continued at foot of next column.)

MASTER OF BALLIOL DEAD.

GREAT EDUCATIONIST AND READY-WIT.

London, May 26th.

The Master of Balliol, Mr. Lionel Smith, has died at the College. In his death the nation suffers the loss of one of the greatest educationists of the day. Born in 1850, he was the son of Mr. W. H. Smith, civil engineer, of London, and was educated at Christ's Hospital. He won Balliol as an exhibit over in 1873.

In the classical schools and in modern history he achieved high distinction. As an orator he rose in the college eight which won head of the river in the burning races of 1873.

To other Balliol men he was known as "Smugg" or "Smuggins," and he was a man of three activities at Christ's Hall on the hockey field. He founded the Hockey Club, and introduced the game to the University.

In 1874 he was elected Fellow of Trinity and became "Greats" Tutor. After some time in London he married Mary Florence Baird, daughter of Mr. J. Foster Baird, a sister of Mrs. H. B. Irving, and the late Mrs. E. R. Cook.

Returning to Balliol in 1879, he became Lecturer and Tutor in Modern History. In 1882 he was elected Fellow, and in 1906 Jowett Fellow, becoming Dean in 1907.

GREAT SENSE OF LOSS.

The sense of loss at Oxford is very great. Apart from his work at Balliol he did a great deal for the cause of adult education for the workers.

When the Workers' Educational Association approached the University with the plea for extramural classes they found a willing helper in the Master and as an outcome of that interest the University Tutorial Class movement emanated.

Tutorial Class Summer Schools found a home at Balliol during the vacation and the Master came into personal contact with the students. He also became the life and soul of the industrial conference held at Balliol and arranged by Mr. S. Seaborn Rowntree.

He was a great friend of America, and was personally acquainted with the leaders of education in that country. He encouraged the activities of the British-American Club at Oxford, and was a member of the Committee in connection with the Davison Scholarships to the United States last year. He used to tell Americans when visiting England to see Oxford and Cambridge, but if there was only time to visit Oxford it really did not matter about Cambridge.

HAD CAUSE TO KNOW.

Women's education, of course, was very near the Master's heart. He used to tell his audiences very often that he had seven daughters, "so might be supposed to know something of the subject."

The Master had a keen wit and was an excellent company. When famous people in art, literature or industry visited Oxford they always made a point of getting an introduction to him.

Of late years he was very interested in industrial reconstruction and peace, and encouraged leaders of industry to meet and hold conferences in the College.

He leaves seven daughters and two sons.

TIENTSIN SPRING RACE MEETING.

RECORDS BROKEN.

Tania Australia and Prince de Montgolfie, in a dead heat for the Irkutsk Plate, broke the All China records for one mile and a half. The distance was covered in 3 mins. 5.1-5secs. and the former pony was carrying a 5lb. penalty. Tania Australia is only 13.1, but is described as easily the fastest pony ever seen in the history of racing in China.

The B. class (cross-breed) events provided the most interesting racing of the meeting, including two dead heats and several record times.

CINEMA NOTES.

THE CORONET.

"The Wonderful Thing" in which Norma Talmadge gives a wonderful sympathetic and appealing performance will be put on for the final performances to-night.

QUEEN'S THEATRE.

In an absorbing detective story abounding in surprise, thrills and pathos, with a baffling mystery confronting the star, Miss Mae Marsh—who is seen in a most unusual role, "The Face In The Dark" met with decidedly favourable comment when put on for the first time at the Queen's Theatre last night. Not only did Miss Marsh prove herself an actress of extraordinary appeal, but a dominating figure in tense situations and a big climax. She certainly combined her winsomeness and delicate grace with all the force of a mature melodramatic figure. Those who have seen Mae Marsh in "Birth of a Nation" and "Intolerance" will appreciate her worth on the screen. They will have another opportunity of seeing her again till Thursday at the Queen's.

He points out that the Bill makes many exceptions, but is of opinion it would have been much better and more effective if they had continued to invite the co-operation which Japan was ready to give, and thus have avoided any ground of misapprehension by an unnecessary statutory enactment.

Mr. Coolidge concludes by stating "if the exclusion provision stood alone he would have disapproved of it unhesitatingly, but the Bill is comprehensive, and therefore he was compelled to consider the Bill in its entirety and the imperative need for general legislation."

Tokyo, May 27th.

The Cabinet is sitting in an extraordinary session to-morrow, to discuss the final action on the U.S. Immigration Bill, which is generally believed to take the form of a formal protest against the Bill on the ground of a violation of the American-Japan Treaty of commerce and navigation.

It is expected here that Hanihara will now ask permission to resign.

ENGLAND'S 7,000 RACE HORSES.

Everybody looks at racing from a different point of view. The small backer, who is waiting for Lincoln to open another flat racing season on the twenty-fourth, merely visualises the chances of his shilling "up-and-down" or "any to come," yielding a profit. He (perhaps it is she) is subscribing towards the vast, many-sided industry of the turf, but possibly the part played in forming the snowball is never realised.

The bookmaker on the course, in his office, or up a side alley, does not now worry about racing being the "thoroughbred horse industry," which term he so glibly rolled off when his liberties were threatened in war years. Profitable odds, and prompt payment by his clients, represent his true vocabulary. Unlike the punter, he rarely knows anything about the form of horses. He is busy even over their names. Both sections frequently care little and know less of the make and shape of the thoroughbred. The S.P. of a winner is as sweet for a bay colt or a chestnut filly descended from St. Simon as for a tubed selling plater.

The Jockey Club recognise neither backer nor layer. Unless the members of the turf "holly of holly" bet themselves, the betting rings mean nothing to them. Their work is, more legislation. The jockeys wonder what his presents will be and the trainer whether it will freeze or snow, and if his patron is the kind to stand a lean season. The racecourse executives count heads and wonder when the grasping nature of the modern owners will reach its limit. They point to stakes having increased so materially that over twenty millions of pounds have been paid out in the last forty years. Last flat racing season this amount exceeded £200,000.

GREAT SITES.

Breeding for sale is a heavy capitalised affair. Many millions are invested in England and Ireland. Over £50,000 was paid for the sire Tricory when he went abroad for a time. A noted sire was a few years back floated for £50,000 as a limited liability company. Mr. A. R. Cox refused Mr. J. B. Joel's offer of £100,000 for Gay Crusader as a stallion. Fees vary, but the Tetrarch and a few others are fixed at 500 guineas a service. His yearlings sold last year averaged 2,300 guineas, each. Even England's National Stud in Ireland has shown a profit, under official control, of about £10,000. Nearly half a million will change hands in three days at a big bloodstock sale.

Apart from the thousands of jumpers, 1,500 horses ran under the Rules of Racing last year. There must have been fully 7,000, including yearlings, distributed among trainers all over the country. Many of these will prove useless and a dead loss in the racing "lottery."

Nearly every big centre in the kingdom has its own racecourse. Every course gives employment to hundreds of officials, gamblers, police, farmers, caterers, cab-drivers, card-sellers, bookmakers, clerks, tie-men, runners, lads, newsboys and the weird collection of hangers-on who seem inseparable from a money-circulating spot. Saddlers, "colours" makers, bay and corn companions are also linked up with the great national industry of the turf.

It was estimated by a northern expert at the Betting Inquiry that £110,000,000 was a yearly turnover in wagering—course betting being £25,725,000, office S.P. betting £34,200,000, and streets and shops £50,000,000. The official estimate was £200,000,000, but others put the turnover at nearer £200,000,000. It was also estimated that there were over 20,000 bookmakers and nearly four million backers, who yielded two million profit to the bookies.—The *Scout* in *Daily Express*.

"NO OTHER GRAVE THAN THE SEA."

NAVAL WAR MEMORIALS AT THREE PORTS.

The Royal Navy and the Navies of the Dominions lost, during the war, about 39,000 ranks and ratings killed in action, died of wounds, or otherwise fallen in the performance of their duty. They include many dead of the Royal Naval Division. Of the whole total, no fewer than 25,362 were lost or buried at sea, and were not recovered in any cemetery or on any battlefield.

Three memorials have now been erected on prominent sites at Chatham, Plymouth, and Portsmouth. The idea of the Admiralty Committee appointed to consider the subject was that the memorials should also serve as a "sea-mark" or "leading-mark" for ships entering the ports.

In form, the three memorials are identical. Each may be described as a monument in the form of an obelisk, supported at the four corners of the base by buttresses. The names of the men, ships, and actions taken part in will be recorded on bronze panels, and on one panel in the following inscription: "In honour of the Navy, and to the abiding memory of those ranks and ratings of this port who laid down their lives in the defence of the Empire, and have no other grave than the sea, in 1914-1918."

Memorial registers have been compiled, and in an introduction to the records it is stated: "Each entry in these registers represents untimely death and the bereavement of a family. Together they represent the price paid by those families and the Empire for keeping our shores inviolate, for moving here and there, as we would, greater armies than the Empire had ever before dreamed of raising, for confining to its harbours during almost the whole of four years the greatest Navy, except our own; for annihilating enemy sea-borne trade, and for a decisive share in breaking the aggressive spirit of the German Government and people."

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ANOTHER KIND OF MARRIAGE.

CURIOUS CUSTOMS IN NEW GUINEA.

In an article in *Psyché*, Mr. R. Malinowski describes the marriage system of the Trobriands of South-Eastern New Guinea. "Matrimony, which is usually monogamous, except with chiefs who have several wives, is a permanent union, involving sexual exclusiveness, a common economic existence, an independent household, and outwardly and at first glance it might be a superficial observer appear the exact pattern of marriage among ourselves. It is, however, in reality entirely different. To begin with, the husband is not regarded as the father of the children in the sense in which we use the word; psychologically he has nothing to do with their birth, according to the ideas of the natives, who are completely ignorant of physical fatherhood. Children, in native belief, are inserted into the mother's womb as tiny spirits, generally by the agency of the spirit of a deceased kinswoman of the mother. Her husband has then to protect and cherish the children, to receive them in his arms when they are born, but they are not his in the sense that he has had a share in their procreation.

A FATHER.

The father is thus a beloved, benevolent friend, but not a recognised kinsman of the children in any sense. He is an stranger, having authority through his personal relations to the child, but not through his sociological position in the family. Real kinship, that is identity of substance, "same body," exists only through the mother. The authority over the children is vested in the mother's brother. Now this person, owing to the strict taboo which prevents all intimate relations between brothers and sisters, has never been and can never be an intimate of hers or therefore of her household. She recognises his authority, and bends before him as a commoner before a chief, but there can never be tender relations between them. Her children are, however, his direct heirs and successors and he wields over them the direct potestas. At his death his worldly goods pass into their keeping, and during his lifetime he has to hand over to them any special accomplishment he may possess—dances, songs, myths, magic, and crafts. He also it is who supplies his sister and her household with food, the greater part of his garden produce going to them. To the father, therefore, the children look only for loving care and tender companionship. Their mother's brother represents the principle of discipline, authority, and executive power within the family.

The bearing of the wife towards her husband is not at all servile. She has her own possessions and her own sphere of influence, private and public. It will never happen that the children will see their mother bullied by the father. On the other hand, the father is only very partially the bread-winner, and has to work mainly for his own sisters, while the boys know that when they grow up they in turn will have to work for their sisters' households.

HOW LONG CAN A MAN LIVE?

300 YEARS, POSSIBILITY.

While some doctors say there is no reason why we should not live to 120, Dr. J. H. Christopherson, assistant physician to the City of London Hospital, says in the *Lancet* that it is difficult, if not impossible, to determine the potential longevity of man, or the higher animals.

Dr. Christopherson writes: Practically speaking, little is known of the potential longevity of the higher animals. But it has been found that the bilharzia worm, living under ideal conditions in the human body, may live at least 28 years. This worm is common in Egypt, and enters the body in drinking water. While in the body it lays eggs but these do not develop must pass through some other charge. In one case an English doctor contracted bilharzia on the Zambesi in 1878. Twenty-eight years after his return the worms were still alive. In their free state they would live only 28 hours.

"The conclusion from this," said a biologist, commenting on it "is that an man might live 500 or 400 or even 1,000 years if he could be preserved from all harmful external conditions."

A CHANCE REMARK IN COURT.

Witness, at Bow Street: If the prisoner had only tried the other door he could have broken in in a minute.

"Sh!" exclaimed the magistrate (Mr. Wilberforce), glancing round the crowded court. "That is a dangerous thing to say here. You see all sorts of people here listening to your evidence."

Mr. Wilberforce, no doubt had in mind the experience of a former chief magistrate who lost his watch as the result of a chance remark made in court. He had informed the clerk of his forgetfulness to bring his watch that morning, and within half an hour a man who had overheard the remark called at his house for it, representing that he was an usher at Bow Street and had been sent by the chief magistrate.

120,820 ex-Service men (104,508 permanent), of a total a male staff of 224,424 were employed in Government offices on March 1st, 1924.

Charles Holster, a Crimean veteran, who was wounded at the battle of Balaklava in 1854, has died at Cradock, Cape of Good Hope, at the age of 110.

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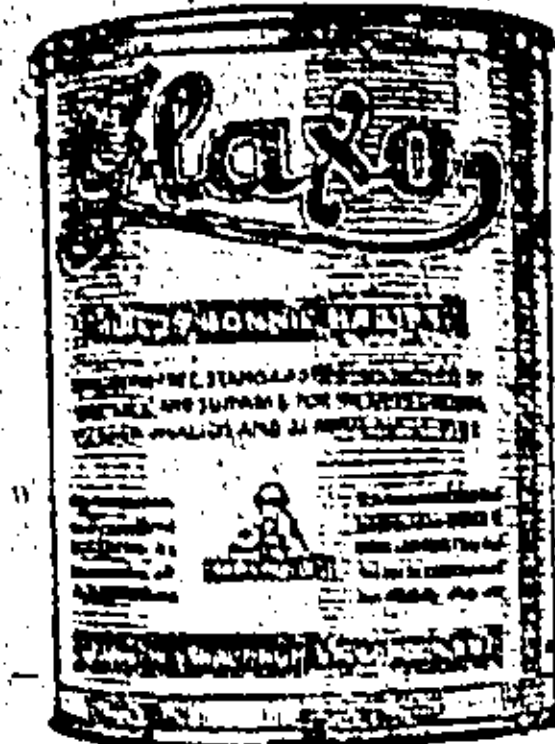
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ARRIVALS

May 28th.

De Jure, Dutch str., 133 tons, Capt. J. J. Devoos, from Batavia and Macao, lying at Stonecutters.—J.C.L.

Kanich, Chinese str., 102 tons, Capt. Kwok Yuen, from Tourane, with a cargo and sugar, lying at Yau-nai.—Kau Yan Sing.

Kanich, Japanese str., 2,762 tons, Capt. R. Ito, from Sandakan, with a general cargo, lying at buoy No. B20.—O.S.K.

Angora, British str., 3,220 tons, Capt. B. V. Jones, from Kobe and Shanghai, with a general cargo, lying at buoy No. A2.—Mackinnon, Mackenzie & Co.

Silva, Italian str., 3,453 tons, Capt. H. Giovanni, from Trieste and Singapore, the latter port she left on May 20th, with a general cargo, lying at buoy No. B20.—Doddwell & Co.

Fan Chien, Dutch str., 2,680 tons, Capt. B. T. Bruggema, from Singapore, which port she left on May 20th, with a general cargo, lying at buoy No. A2.—J.C.L.

May 27th.

Holsten, German str., 3,043 tons, Capt. H. Genz, from Singapore, which port she left on May 21st, with a general cargo, lying at Kowloon wharf.—Melchers & Co.

Manayana, British str., 1,356 tons, Capt. R. H. McNair, from Bangkok and Swatow, with a general cargo, lying at buoy No. B20.—J. M. & Co.

Kwangtung, British str., 1,379 tons, A. J. Scott, from Bangkok and Swatow, with a general cargo, lying at buoy No. B10.—B. & S.

Linan, British str., 1,336 tons, Capt. D. Thomson, from Shanghai and Amoy, with a general cargo, lying at buoy No. B10.—B. & S.

Selatan, British str., 1,421 tons, Capt. D. Thomson, from Singapore and Swatow, with a general cargo, lying at buoy No. B50.—Hoo Cheong & Co.

Zaita, Japanese str., 1,915 tons, Capt. S. Hatake, from Keelung, with a cargo of coal, lying at buoy No. C17.—Y.K.K.

Yuenning, British str., 1,982 tons, Capt. P. Jovitt, from Manila and Amoy, with a general cargo, lying at buoy No. C22.—J. M. & Co.

CLEARANCES

May 28th.

Fooking, for Swatow.

Kochi Maru, for Canton.

President Harrison, for Manila.

May 27th.

Hinlong, for Swatow.

Chungking, for Kwang Chow Wan.

Fooking, for Canton.

Fooking, for Shanghai.

Hinlong, for Swatow.

Holsten, for Shanghai.

Hsinlong, for Amoy.

Kochi Maru, for Takao.

Kunguo, for Swatow.

Kunguo, for Canton.

Kunguo, for Singapore.

President Harrison, for Shanghai.

Sally Maru, for Chingwangtao.

Sally Maru, for Canton.

Tango Maru, for Shanghai.

Tango Maru, for Amoy.

Tango Maru, for Swatow.

Tango Maru, for Pakhoi.

Tango Maru, for Swatow.

Tango Maru, for Batavia.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada*, on her round-the-world cruise, arrived at Vancouver, B.C., on May 24th.

The R.M.S. *Clara*, from Hongkong, arrived London on May 23rd, at 6 a.m.

The S.S. *Knight Templar* (Blue Funnel Line), arrived at Boston on the 23rd inst.

The S.S. *Cyclops* (Blue Funnel Line), from Liverpool, left Singapore on the 27th inst. for this port, and is due here on June 1st.

The Admiral Oriental Line *President Jackson*, which is due at this port at 7.30 a.m., on Thursday, the 29th May, sailed from Shanghai on the 27th, on schedule.

The S.S. *Mexican* (O.S.K.), arrived at Buenos Aires on the 23rd inst.

The S.S. *Chicago* (O.S.K.), arrived at Durban on the 23rd inst.

The S.S. *Humboldt* (O.S.K.), left Moji for Hongkong on the 27th inst., and is expected to arrive here on the afternoon of June 1st.

A wireless message notifies that the S.S. *Humboldt* will arrive to-day (Wednesday), the 28th inst., at 6-10 p.m. She will proceed to wharf early on Thursday morning.

VESSELS EXPECTED.

Auchsea (Blue Funnel), due June 14th.

Benbow (Blue Funnel), due May 29th.

Cyclops (Blue Funnel), due May 31st.

Humboldt (Blue Funnel), due June 1st.

Empress of Australia, due June 4th.

Humboldt (Blue Funnel), due May 28th.

Morea (P. & O.), due May 29th, 2 p.m.

President Jackson (Dollart), due June 23rd.

President Jackson (Admiral Oriental), due May 29th.

President Jefferson (Admiral Oriental), due June 10th.

President Van Buren (Dollart), due June 5th.

Sally Maru (T.K.K.), due June 2nd.

Tango Maru (Blue Funnel), due June 25th.

END OF H.M.A.S. "AUSTRALIA"

The sinking of the warship *Australia*, twenty miles outside Sydney Heads, was accompanied by all the solemnity of a national ceremony. The ship, which it was decided to scutt under the Washington Treaty, was laden with 200 floral designs expressing the people's attachment and pride and their regret at her passing. The sea-cocks were opened and as she slowly sank British and Australian warships fired a salute and aeroplanes dropped wreaths.



HOME VIA CANADA

Hongkong to England

From	Due	From	Due
Hongkong	Vancouver	Canada	England
Empress Russia	May 29 June 16	Minneapolis	June 28 July 2
Empress Australia	June 13 July 2	Melita	July 9 July 16
Empress Asia	July 3 July 21	Empress Scotland	July 30 Aug. 8
Empress Canada	July 19 Aug. 4	Empress France	Aug. 13 Aug. 20

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabin on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments and Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG-MANILA SERVICE

From	Due	From	Due
Hongkong	Manila	Hongkong	Manila
June 25	June 27	Empress Asia	June 28
July 25	July 25	Empress Russia	July 25
Passenger Department:	Tel. 732	Cables:	GACANPAC.
Freight and Express:	Tel. 42	Cables:	NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

Via HONOLULU—THE PARADISE OF THE PACIFIC

REDUCED FARE TO EUROPE. £120—£112—£110. (Mono class steamers on the Atlantic.)

HONGKONG TO SAN FRANCISCO AND HONOLULU. VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU. STEAMERS. TENYO MARU (From Yokohama June 12th) 22,000 tons, May 28th. KOREA MARU (From Yokohama June 12th) 22,000 tons, June 27th. SHINYO MARU 20,000 tons, July 12th. SIBERIA MARU 22,000 tons, July 25th. TAIYO MARU 22,000 tons, July 25th.

HONGKONG TO VALPARAISO. VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, ARICA AND IQUIQUE. Through by TRANS-AMERICA ROUTE TO BUENOS AIRES. STEAMERS. TONS. LEAVE HONGKONG. SEIYO MARU 14,000 June 12th. RAKUYO MARU 15,500 July 19th.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports. For full information regarding Passengers, Freight and Sailings, Apply to: Y. TSUTSUMI, Manager, King's Building, Tel. Nos. C. 2574 & 2575.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line. For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and OTHER SPANISH PORTS.

S.S. "ISLA DE PANAY" 14th July

For SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.

S.S. "ISLA DE PANAY" 23rd June

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewards and Doctor carried.

O. D. BARETTO, 23, Central Avenue, B.O., CANTON. For Freight and/or passage apply to: BOTELHO BROS., Alexandra Building, Hongkong.

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FORGE MASTERS,

OXY-ACETYLENE AND

ELECTRIC WELDERS,

MECHANICAL AND

ELECTRICAL

ENGINEERS.

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— DRY DOCKS. —

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

Sill (H.W.O.S.T.) 34 ft. 6 ins.

— THREE SLIPWAYS. —

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Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

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Telephone No. 212.

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STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT WILSON" June 4th, at 5 p.m.

S.S. "PRESIDENT LINCOLN" June 13th, at 5 p.m.

Sailing and Fares subject to Change Without Notice.

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LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

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YOSEMITE.
GRAND CANYON.
FEATHER RIVER.
YELLOW STONE PARK.
NIAGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT LINCOLN" June 5th, at Noon.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FAULK" June 5th, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3222. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.

Through Bill of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America. G.3405, G.3420, G.3440.

YOKOHAMA MARU. Wednesday, 28th May, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

KASHIMA MARU. Wednesday, 4th June, at 11 a.m.

HAKONE MARU. Wednesday, 18th June.

HAMBURG via LONDON & ROTTERDAM.

LIMA MARU. Saturday, 14th June.

LIVERPOOL via MARSEILLES & VALENCIA.

YOKOHAMA MARU. Sunday, 15th June.

SYDNEY & MELBOURNE via Manila, etc.

TANGO MARU. Wednesday, 15th June, at 11 a.m.

YOSHINO MARU. Wednesday, 15th June.

NEW YORK & BOSTON via PANAMA.

TAKAOKA MARU. Friday, 13th June.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU. First July.

BOMBAY via Singapore & Colombo.

TAMBA MARU. Tuesday, 10th June.

CALCUTTA via Singapore, Penang & Rangoon.

MURBAN MARU. Friday, 30th May.

FENG CHANG MARU. Monday, 3rd June.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU. Thursday, 13th June.

SHANGHAI, KOBE & YOKOHAMA.

TOTTORI MARU. Saturday, 31st May.

SATO MARU. Sunday, 1st June.

FUSHIMI MARU. Tuesday, 3rd June.

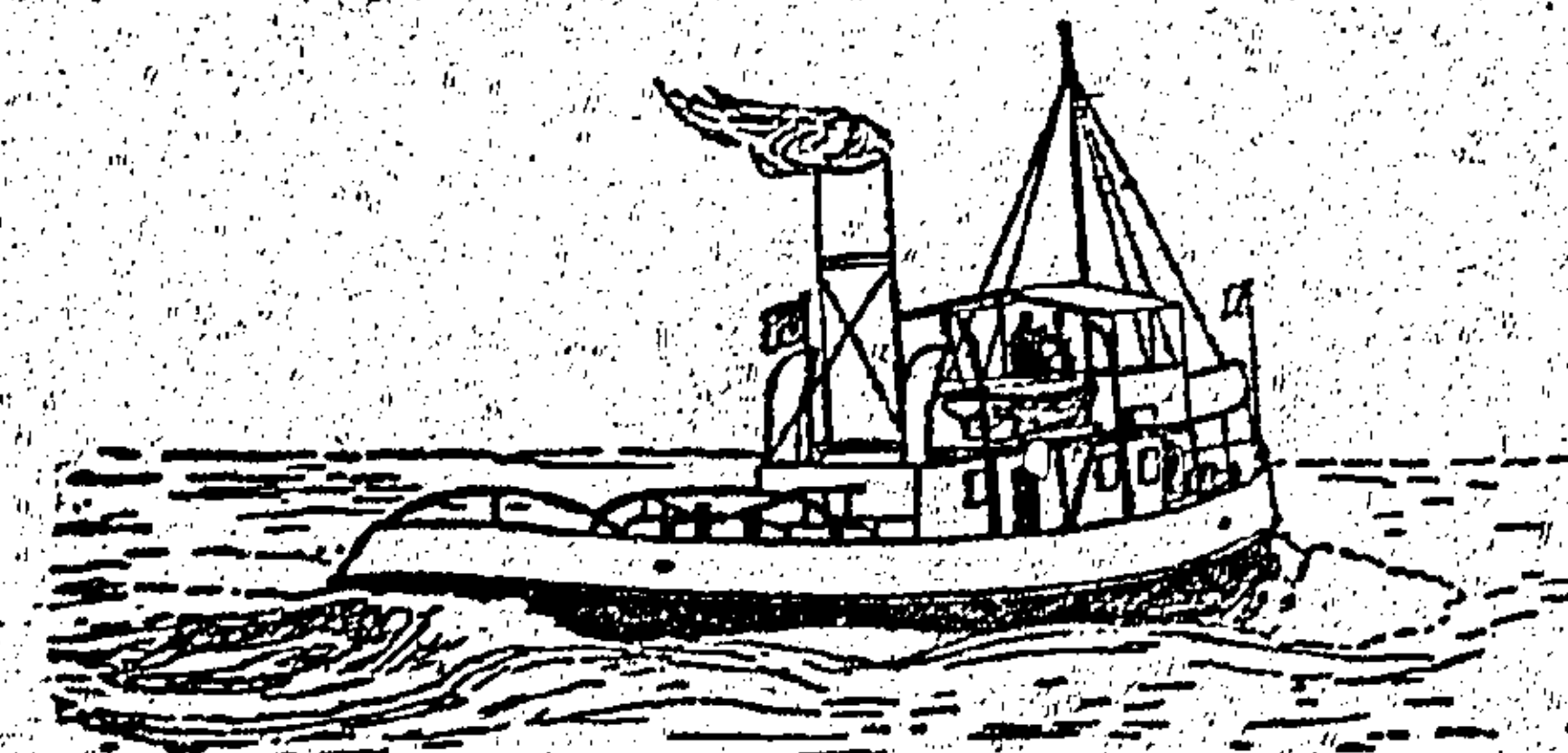
For further information, apply to: NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 2922. Y. YAMAMOTO, Manager.

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Boiler Makers, Founders and Constructional Engineers and Repairers.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:

Address	From
Yuenwah	Amoy
Chungking	Shanghai
Shul Poo	Sambo
Tsao-shu-tan	Yokohama
Griffiths	Shanghai
Patterson Winer	Shanghai
9120	Shanghai
Lo-yen-yee, 105, Wancha	Shanghai
Roglin	Amoy
288-328	Shanghai
Hugh, King Edward Hotel	Shanghai
Tobyotel	Osaka

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:

Address	From
Nuruz	Taiwan
7190/10th	Taiwan
7191/11th	Taiwan
7192/12th	Taiwan
7193/13th	Taiwan
7194/14th	Taiwan
7195/15th	Taiwan
7196/16th	Taiwan
7197/17th	Taiwan
7198/18th	Taiwan
7199/19th	Taiwan
7200/20th	Taiwan
7201/21st	Taiwan
7202/22nd	Taiwan
7203/23rd	Taiwan
7204/24th	Taiwan
7205/25th	Taiwan
7206/26th	Taiwan
7207/27th	Taiwan
7208/28th	Taiwan
7209/29th	Taiwan
7210/30th	Taiwan
7211/31st	Taiwan
7212/32nd	Taiwan
7213/33rd	Taiwan
7214/34th	Taiwan
7215/35th	Taiwan
7216/36th	Taiwan
7217/37th	Taiwan
7218/38th	Taiwan
7219/39th	Taiwan
7220/40th	Taiwan
7221/41st	Taiwan
7222/42nd	Taiwan
7223/43rd	Taiwan
7224/44th	Taiwan
7225/45th	Taiwan
7226/46th	Taiwan
7227/47th	Taiwan
7228/48th	Taiwan
7229/49th	Taiwan
7230/50th	Taiwan
7231/51st	Taiwan
7232/52nd	Taiwan
7233/53rd	Taiwan
7234/54th	Taiwan
7235/55th	Taiwan
7236/56th	Taiwan
7237/57th	Taiwan
7238/58th	Taiwan
7239/59th	Taiwan
7240/60th	Taiwan
7241/61st	Taiwan
7242/62nd	Taiwan
7243/63rd	Taiwan
7244/64th	Taiwan
7245/65th	Taiwan
7246/66th	Taiwan
7247/67th	Taiwan
7248/68th	Taiwan
7249/69th	Taiwan
7250/70th	Taiwan
7251/71st	Taiwan
7252/72nd	Taiwan
7253/73rd	Taiwan
7254/74th	Taiwan
7255/75th	Taiwan
7256/76th	Taiwan
7257/77th	Taiwan
7258/78th	Taiwan
7259/79th	Taiwan
7260/80th	Taiwan
7261/81st	Taiwan
7262/82nd	Taiwan
7263/83rd	Taiwan
7264/84th	Taiwan
7265/85th	Taiwan
7266/86th	Taiwan
7267/87th	Taiwan
7268/88th	Taiwan
7269/89th	Taiwan
7270/90th	Taiwan
7271/91st	Taiwan
7272/92nd	Taiwan
7273/93rd	Taiwan
7274/94th	Taiwan
7275/95th	Taiwan
7276/96th	Taiwan
7277/97th	Taiwan
7278/98th	Taiwan
7279/99th	Taiwan
7280/100th	Taiwan

WEATHER REPORT

May 27th at 17.40—Pressure has decreased moderately over N. and central Japan and the Bonin Islands. It has decreased slightly at the majority of other reporting stations. The depression remains to the N.E. of Hokkaido, and has deepened.

The anticyclonic area, from China to S.E. of the Bonins, has weakened.

Hongkong rainfall for the 24 hours ending at 18 hours, May 27th, 0.00 inch. Total since January 1st, 24.79 inches, against an average of 21.60 inches.

The forecast for the 24 hours ending at 18 hours, May 28th is as follows:—

Forecast:—

Formosa Channel ... N.E. winds, mod. rain.

Hongkong to Tiao Rock ... winds, moderate to light, fair.

South coast of China between Hongkong and Lamocks ... do.

South coast of China between Hongkong and Hainan ... do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 27th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29.50	29.81	29.77
Temperature	81	76	81
Humidity	67	76	74
Wind Direction	F	SE	ENE
Force	3	1	1
Weather	c	c	c
Rain	0.00	0.00	0.00
Highest open-air Temperature on 27th	82		
Lowest open-air Temperature on 27th	70		

HONGKONG TIDE TABLE.

From May 28th to June 3rd, 1924.

From May 25th to June 2nd, 1890.									
High Water.					Low Water.				
Days of Week.	Days of Month.	H'kong, Standard Time.		Height.		H'kong, Standard Time.		Height.	
		h.	m.	ft.	in.	h.	m.	ft.	in.
Wed.	23	m	6 48	5	5	m	0 17	3	3
			5 41	5	0				
Thur.	29	m	7 51	5	9	m	0 19	3	3
			6 54	5	0		1 12	3	3
Fri.	30	m	8 54	6	0	m	0 54	3	3
			7 44	4	8		1 56	3	3
Satur.	31	m	7 52	4	7	m	1 24	3	3
			8 29	4	7		2 34	3	3
Sun.	1	m	8 17	4	6	m	1 53	3	3
			9 04	4	7		3 01	3	3
Mon.	2	m	9 50	4	5	m	3 47	3	3
			8 45	4	0		4 24	3	3
Tues.	3	m	9 38	4	4	m	2 47	3	3
			10 29	4	1		3 44	3	3

